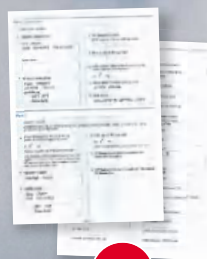




WIN 10 sets
of
Shad luggage
worth **£1000**



Vespa T5
125cc marvel
30 years on



NOVA
nightmares?
We can help

SCOOTERING

.COM

#351 September 2015

THE STORY
of a
SCOOTER...
with a
monster
ENGINE!

STARRING

VESPA PX

HUSQVARNA • BIG EXHAUST
FAT TYRES • ELECTRO GIZMOS
LIQUID COOLING • CHAIN DRIVE

PRODUCED BY

EXTREME ENGINEERING



*Dare you
look inside???*



Plus

Scooter racing, event reviews, custom scooters from chops to muralled, technical marvels of the 1920s, news, music, product reviews & more!

THIS IS IT!



AVAILABLE NOW!

Lambretta bgm PRO MRB RaceTour cylinder kits

195 cc kits for small casings and 225 cc kits for large casings. Ceramic plated alloy barrel, forged piston kit with Japanese rings and CNC head Made in Germany.

This kit is a design of Mark Broadhurst for fast road use. The engines are easy to ride and feel like an original Innocenti Lambretta engine with double the power of a standard 200 cc engine. The kit is easy to fit and comes with all the needed studs, washers, gaskets and so on.

bgm is a Scooter Center GmbH trademark.

SCOOTER CENTER

www.scootercenter.com +49 (0) 22 38. 30 74 30

JUNE 1961



Yes, you may well ask! Published in *The Motor Cycle* on June 15, 1961, apparently this photo was taken in Dundee, and is of a fancy dress winner. That's G Corder riding the Lambretta LD with Yvonne Agley on pillion, and in fairness this does show some seriousness when entering into the spirit of fancy dress – certainly more so than simply hiring a load of similar costumes from a fancy dress shop and throwing them in a car on the way to a rally!

CONTENTS=

03 From the Archive

A serious fancy dress entrant from 1961.

06 Kickstart

The front section that we've packed full of useful stuff from news and reviews, products tested, clothing worn, opinions, readers letters, Dave's Nostalgic Custom Corner, a little music and plenty more besides.

23 Competition

Ten lucky readers can win a set of Shad luggage, each set of three items worth £100 – totalling £1000 of prizes in all!

26 Ten-Inch Terror

Our cover star Vespa. Featuring PX and Bajaj body parts, a Husqvarna WR360 engine, plenty of ingenuity and some fine German engineering!

34 30 Years of the Vespa T5

Iggy takes a look back at this venerable 125cc classic, Norrie Kerr revisits an old flame, and a few readers offer their opinions too.

42 Route 66

Getting your kicks on this famous American road, celebrated on a custom Lambretta scooter.

47 Club do's & events

A calendar of scooter related events

48 Lincoln BSRA Scooter Rally

The LCGB's scooter-ific weekend of all things scootering.

55 British Vespa Days

Fun with the VCB in the Lake District.

56 Llandudno BSRA Rally

A rain soaked ride to and from a great weekend in this Victorian seaside town.

61 Strictly Scooters

Just as it says on the tin. With a bit of sun. And some birds.

64 Brown Sugar

A familiar name but on a Spanish Lambretta that the owner proudly built himself. Which do you prefer?

70 Classic Scootering from the 1920s

The Monet & Goyon Super Velauto: first generation racing scooter powered by British engine!

76 Tech Tips – NOVA

Paperwork is a right royal pain in the arse, but Barrie shows us it can be easy. Sometimes.

80 Staff Scooters – D Riffic

An accidental three-speed purchase by Andy, and he loves it!

84 Staff Scooters – Rusturation Comiseration Part 4

Barrie continues recycling parts on the Series 3 he bought.

90 Specialist Services

Planning your end of season project? Whatever you want, from platers to tuners, engineers to painters, fabricators to upholsterers, you'll find them all here. Hopefully.

97 Scooter Trader

Classified and business advertising, for all your scootering needs.

112 Various events

A quick round up.

118 Touring the Scottish Islands

Animals Fae Naboombu SC go exploring...

122 BSSO Scooter Racing

Sunny Lydden Hill, except it was raining too.

124 Tangerine Dream

An uncomfortable looking, but well engineered and eye catching Vespa chopper.

130 Into the Sunset

Keep your stories coming folks, there's always room for one more tale!

Next Month!

Well the Isle of Wight Scooter Rally will be happening as this magazine is published, so we'll have a report from there in the next edition, and hopefully a few words from the NuTs Brighton event, as well as some tidy scooters from around Europe including places you may not have know made scooters. Probably.





PETE SHERWEN – RIP



Scooter is sad to report the passing of Pete Sherwen. Pete was in many ways the missing link between the A5 magazines like Norrie Kerr's *Scooter & Scooterist* and the LCGB's *Jetset* – which he briefly edited – and the larger A4 colour scooter magazines of the 1980s.

Pete cut his teeth in scootering riding a brand new GP150 around his native Runcorn. Later he became a member of the Widnes Saints; the club that breathed life back into the LCGB at the end of the 1970s. Through them he took up scooter racing and attended the IoM scooter week four times.

By the early 1980s Pete had built a successful photography business and was freelancing for *Custom Car* magazine, but he still kept his connections with the scooter scene. By this stage many of the scooterists he knew from the race scene had started their own businesses. They supported him in the production of *Scooter World*; Britain's



first A4 scooter magazine. While this only survived for a single issue it lit the fuse of an idea in Steve Myatt; who had recently started *Back Street Heroes* with Alastair McFarlane.

Shortly after the inception of *BSH* the Myatt McFarlane guys decided to launch a magazine called *Scooter*. It was Pete who shot many cover images and worked with Mike Roberts on the first editions.

As such, we here at *Scooter* owe Pete a great debt of gratitude for inspiring – modestly – the magazine you are holding in your hands.

Our sincere condolences to Pete's family and friends. We interviewed Pete in June 2001 (#182).

Sticky

Scooter Restorations: New products, new number

Scooter Restorations has been busy getting some parts exclusively remade, the first of which is an extra large lower fork link buffer as originally fitted to the Lambretta Series 3 TV175, TV200 and SX200 models fitted with a disc brake. The height of these buffers is 25mm, where as the standard lower buffer is 20mm in height. You'll need two for your scooter and the RRP is all of £3 each.

Scooter Restorations has also had a set of gear/clutch trunnions made in brass, suitable for most models of Lambretta. The set consists of one long and one short gear trunnion, and one short clutch trunnion and these are made from brass as per the Innocenti originals with a little disc inside to protect the inner cable from fraying. Supplied complete with a 3.5mm Allen key, the RRP is just £4.50 a set.

Finally, regular customers of the shop will know it moved address a couple of years ago, across town to Arnold in Nottingham. Now, due to problems with different exchanges handling its calls, it's stopped using the old phone number too. The new number you need to jot down in your phone book or store in your smartphone is 0115 967 1405. Or of course you can still access the shop online via www.scooterrestorations.com



BRIDLINGTON CUSTOM SHOW ENTRIES

The LCGB Scooter Custom Show at Bridlington in October is drawing closer and the Lambretta Club of GB is now inviting entries for said show. To be held as usual at The Spa, on Saturday, October 31, 2015, a decision has again been taken not to accept 'on the day' entries, and thus all completed forms must be returned no later than Saturday, October 17. While it is accepted there are always going to be scooterists that are only rebuilt days before the show, as well as other valid reasons, 'on the day' entries cause immense difficulties both regarding stewarding and judging. Entries will be limited to the first 100 scooters that apply and the LCGB has warned that in 2014 there were a small number of entries received in October that had to be declined due to the limit being reached.

'Club Display' entries are restricted to a maximum of five scooters per display this year, and don't try and 'bump up' the numbers with a non-custom scooter because that will be spotted!

A free programme including details of all the scooters entered will be published again at this year's show, so please provide sufficient info on your entry form, a copy of which can be found on the LCGB website and *Scooter*'s too at www.scooter.org.uk

Competition winners

From recent magazine competitions we are pleased to announce that the winners of VFM's (www.vfmscoot.co.uk) IoW scooter rally weekend passes are Miss Ali Gill from the Isle of Man and Darren Berwick from Basingstoke, who each receive a pair of AAA tickets thanks to the generosity of VFM.

Please come and say hello to *Scooter* and/or the VFM crew at the rally if you're reading this on the site! Elsewhere, the kind folk at Feridax Ltd (www.feridax.com) helped us celebrate 30 Years of *Scooter* by offering over £700 worth of rider clothing to give away to four lucky winners, the prizes including a Shoei J Cruise open-faced crash helmet, a Spada Wax jacket, a Caberg Stunt full-face crash helmet and a Spada Sports Back Pack. The four lucky winners are Catherine Plant of Sheffield, Paul Gallagher of Cowly, Caroline Virgo of Worcester and Barry Swarbrick of Coulsdon.



SIP 2.0 Vespa Smallframe Speedo

The latest addition to the SIP 2.0 range of digital rev counters is possibly the smallest, to fit the V50, 90 and 100 range of Vespa smallframes.

Developed with the people at Koso, the DSIP units boast rev counters, speedo, fuel warning, EGT, odometer and time among it's many other features, all packed neatly into a speedo that looks at first glance to be pretty much a standard item. These little round speedos are available with black or white faceplate and a 140kph or 80mph numbers in keeping with the original. They measure 48mm diameter and have a RRP of £107.

For more details visit www.sip-scootershop.com



Remade GP headlights

Scootopia continues its march to remake as many Lambretta parts as possible, adding the GP/dl light unit to its range of stock. The glass is marked CEV, the fit of the chrome rim is very good on the example we've seen, the finish just right and the prices competitive too with the headlamp rim and fixings (screws, top clip bottom adjuster) retailing at £18, the glass lens for £7, or the lens and reflector for £20. For more details call 01934 641811.



MARK HULLAH ('BOGIE') RIP



Another tragic loss this month is BSSO scooter racer Mark Hullah who was not only Rayspeed rider Steve Wright's cousin but also his workmate and constant pit lane companion. Over the last few years Bogie also took to the track on a PSN-tuned Gilera Runner and came second in class in his first season followed by third in class the following year.

Mark died suddenly and unexpectedly aged 47. The entire BSSO paddock will miss his banter as well as his spirit on the track.

Editor: Andy Gillard

Email: editorial@scootering.com

Publisher: Steve Rose

Contributors: Sticky, Richie Lunt, Iggy, Dave Oakley, Jordan Lewis, Sargie, Barrie Braithwaite, John Woods, Lee Hollick, Paddy Smith, Nik Skeat, Matthias Dahl and Lee Daniels are the talent that brought you this month's *Scootering*. We'd also like to send many thanks to all other scooterists and clubs that have contributed to this issue in some way or another too.

Cover: Main photography by Matthias Dahl

Designer: Charlotte Turnbull

Reprographics: Paul Fincham and Jonathan Schofield

Production editor: Dan Sharp

General queries and back issues:

Tel: 01507 529529 24hr answerphone

Email: help@classicmagazines.co.uk

www.classicmagazines.co.uk

Archivist: Jane Skayman

Tel: 01507 529423

Email: jskayman@mortons.co.uk

Subscription: Full subscription rates (but see page 82 for offer): (12 months 12 issues, inc post and packing) – UK £49.20. Export rates are also available – see page 82 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.

Distribution: Comag, Tavistock Road, West Drayton, Middx UB7 7QE

Tel: 01895 433600

Printed by: William Gibbons & Sons, Wolverhampton

Subscription manager: Paul Deacon pdeacon@mortons.co.uk

Circulation manager: Steven O'Hara sohara@mortons.co.uk

Marketing manager: Charlotte Park Email: cpark@mortons.co.uk

Publishing director: Dan Savage

Commercial director: Nigel Hole

Associate director: Malcolm Wheeler

SCOOTERING (USPS:020-245) is published monthly by Mortons Media Group Ltd, PO Box 99, Horncastle, Lincolnshire LN9 6LZ

USA subscriptions are \$60 per year from

Motorsport Publications LLC, 7164 Cty Rd N

#441, Bancroft WI 54921. Periodical Postage

is paid at Bancroft, WI and additional entries.

Postmaster: Send address changes to

SCOOTERING, c/o Motorsport Publications

LLC, 7164 Cty Rd N #441, Bancroft WI 54921.

715-572-4595. chris@classicbikebooks.com

SCOOTERING is published by:

Mortons Scooter Media, a division of Mortons

Media Group Ltd © 2015 All rights reserved. No

part of this magazine may be reproduced in any

way without the written permission of the

publisher. ISSN 0268 7194

TRADE ADVERTISING

Gary Thomas – gthomas@mortons.co.uk

Andrew Bruce – abruce@mortons.co.uk

Tel (01507) 524004 Fax (01507) 371075

Advertising manager Martin Freeman

01507 529538, mfreeman@mortons.co.uk

ADVERTISING DEADLINES

The advertising deadline for the

next issue of *Scootering* (October 2015)

is **Thursday, September 3, 2015**

On sale in newsagents **September 24, 2015**

Free ads, personals, club do's & events

These are all to be booked via the website at

www.scootering.com or via post to:

Scootering Magazine, PO Box 99,

Horncastle, Lincs LN9 6LZ

The next free ads deadline is

Wednesday, September 2, 2015

www.scootering.com

www.scootertrader.com

MORTONS
MEDIA GROUP LTD



Member of the
Professional
Publishers'
Association



Having trouble finding a
copy of this magazine?
Why not Just Ask your local newsagent
to reserve you a copy each month?

Dave's Nostalgic Custom Corner



This month we revisit a Lambretta that after over 20 years has found its way back to the original owner and builder. With paintwork and murals that are still considered some of the best ever, this scooter often makes it into people's top 10 scootering 'super-trumps' – I know it does mine!

Owners name: Teresa Chivers (Tre)

Hometown: Maldon, Essex

Scooter club: In the 80s/90s I was in the Colchester ScooterWillies, at the moment solo.

Scooter name: Edmund – Purest Green.

Year originally built: 1990.

Paintwork: Green candy, micro-glow gold base with eerie dess swirl, all by John Spurgeon of Aerographics. After I sold it a mural was added above the rear light, originally 'Queenie', but was sprayed over with Lord Flashheart (Rik Mayall) by Nobby in 1998.

Engine: GP 200 with TS1 225, 28mm Dellorto, KRP performance expansion pipe, all by JB Tuning.

Chrome & engraving: Originally Don Blocksidge engraving, chrome by Rugeley Scooters and Gold plating by Desperate Dan's.

How did the re-owning come about? I was diagnosed with multiple sclerosis in 2012 which resulted in taking early retirement from my career in nursing due to ill health. I have been riding motorbikes for transport since selling my scooters in 1992, riding a Suzuki Bandit 600cc to London as my daily commute up, but decided to sell it. When I left work I was able to slow down and rekindle my love of scooters and the scene. I went to a couple of rallies and while at Mersea Island I commented to friends that I would cry if I saw someone else riding my Edmund! Back home I searched on social media and after 650+ responses, I was able to locate the then owner, who kindly sold it back to me in 2014.

What condition was it in when you got it back?

Engine seized, chrome rusted, gold plating flaking, different seat, pike nuts added but unfortunately some had damaged the panels, paint chips here and there. Otherwise it was more or less as I sold it, it clearly had been treasured over the last 22 years!

What have you had done to it since its return?

Complete engine rebuild. I intend to ask if John Spurgeon would make a few changes to paintwork, and also ask Adi Clark if he would do some extra engraving. I quite like the rust and the flaking gold plating as it sort of adds to the authenticity!

Do you still do rallies: Yes! Edmund is very much a ridden scooter.

Favourite event ever: Probably Morecambe. Fort William and Aberystwyth were also favourites.

Favourite custom scooter ever: A couple: Dazzle (Blue) and Sonic Dream. The latter was in fact the inspiration behind Edmund.

Favourite dealer: Now JB Tuning, Southend, Essex.





EXTRA - EXTRA - READ ALL ABOUT IT!!!

VE (UK) have compiled a comprehensive list of their Classic Lambretta and Classic Vespa products into simple, easy to use, interactive PDF documents



**The PDF's contains Interactive features including:
Bookmarked contents page - allows easy navigation
Direct links to the VE website network. For your copy
simply click Download at: www.ve-uk.com**

EXTRA - EXTRA - GET YOUR COPY NOW!!!

Order parts at www.ve-supermarket.co.uk - buy your parts - select a dealer at the checkout and we'll send same day, your order - **Direct to you by courier**



This month we've been listening to...

The Top Fuellers – *Psychos On The Beach* (Powerglide Records)

The Top Fuellers are a band formed by Stretch (The Highliners) and Dave Deville (Klingonz, Vulture Squadron and The Highliners). If that doesn't give you any clues, then we're talking a bit of psychobilly, rockabilly with a little garage and sax. Add to this hot rods and drinking and you're just about there; think The Highliners meets King Kurt and you're in the right park, now all you need to do is let your hair down and dance!



The songs are all new and self penned, cars, drinking and beach being among the themes, *Snakebite* being a fave, *Whiskey & Beer* for similar reasons, which are not because I'm an alcoholic but because despite my previous analogies the Top Fuellers have a fresh sound and it picks you up on the first listen. The music says fun, as a song titled *Psychobilly Hair* can only do, without the testosterone aggression of some psycho bands. The Top Fuellers are for everyone (although *The Nun's Got Plums* maybe not for under 18s!).

Every now and again an album comes along that brings a smile to your face and has you reaching for the 'repeat' button. This is certainly one of those, surpassed only – I'd imagine – by seeing the Top Fuellers live on stage. (<http://thetopfuellers.co.uk>)

Various – *Unlock the Lock, The Kent Records Story Volume 1 1958-1962* (Ace Records)

Although from the same label stable as the now legendary UK Kent records, UK Ace records have just issued a double CD tracking the story of the US Kent records set up. Volume 1, of what promises to be a thorough series of visits to the US Kent vaults covers the early years of the imprint.



Forty-eight tracks in total, including alternate takes as well as previously unissued recordings alongside US Kent releases from that four year period, this thorough revisitation contains a cool mix of doo-wop, raw early rhythm and blues, early soul and even the occasional rockabilly cut. This twin disc collection is aimed directly at anyone with a leaning towards the styles of music that would transform into 60s soul.

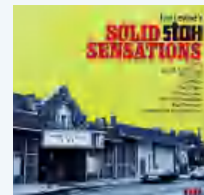
The Feckin' Ejits – *Off The Feckin' Head* (Subcultz)

Many years ago, in the town of Aylesbury, a group of young punks embraced the then current version of the scene and created a live band, The Feckin' Ejits. More interested in having a laugh, getting drunk and chasing skirt than leaving a legacy, they recorded a total of two tracks before shuffling off to pursue other avenues. Thirty years down the line they're brought back together after losing their original guitarist to cancer. The plan was to record a single (*The Skinhead Reunion Song*) make a few quid for charity and then move on. Unsurprisingly, given their enduring popularity, 'moving on' led to a number of gigs and then this album. They've kept the sound for which they were known, a blend of hard edged punk, ska, Irish influences, a little psychobilly, and also Rodgers and Hammerstein turf on *The Dole Song*. They've kept their feet on the ground lyrically, with songs covering a range of topics from the lyrically dated but musically on the button *Picket Song* through to the sins of Mr Savile and co on *Jimmy The Bastard*, all told with an unflinching honesty. Fans of The Riffs will know that Aidan also fronted those in their glory years, and *Blind Date* puts in an appearance, but in the original, more punky style than heard previously. www.subcultz.com/shop/ now.



Various – *Ian Levine's Solid Stax Sensations* (Kent Records)

Back in the 70s, maverick DJ Ian Levine compiled an album for UK Pye titled *Solid Soul Sensations* for the then blossoming northern soul scene. Fast forward to now, and the ever enthusiastic purveyor of rare soul, Ian Levine has been let loose on the Stax and related back catalogue.



Result being 25 killer tracks on one disc, ranging from the well known and sought after such as **Margie Joseph** – *One More Chance*, **Roz Ryan** – *You're My Only Temptation* and **Paul Thompson** – *Special Kind of Woman*. Alongside gems and classics such as those there are lesser known yet equally high quality numbers including **Annette Thomas** – *Hang On* and **Cheques** – *Cool My Example* among them. One for soul aficionados everywhere.

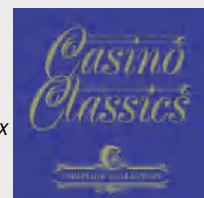
Various – *Casino Classics: Complete Collection* (Soul Time/Cherry Red)

Due for release at the end of August, this three CD collection features the entire output of the Casino Classics label, which was created in 1978 by DJ Russ Winstanley (founder of the famed Wigan Casino All-Nighter) and Casino manager Mike Walker.

Between 1978 and 1980, CC issued a steady stream of 45s and three compilation albums, and the Complete Collection is the first time that these albums have been released on CD. For me, the compilation reminds of scooter rallies and more specifically, scooter club dos in the 80s, when original vinyl was hard to come by (especially the places I frequented) at an affordable price, but these compilation albums gave us everything we wanted on one piece of 12in vinyl for an affordable price. Wicked!

Today some of the tracks might be considered a bit old skool; **Gloria Jones** *Tainted Love*, **Sliced Tomatoes** by **Just Brothers**, **Dean**

Parrish's *I'm On My Way* and **Lorraine Silver's** *Lost Summer Love*. But on the other hand you never hear the *Theme to Joe 90* any more at a scooter do (here courtesy of **Ron Grainer Orchestra**) and I do like the **Allnight Band's** *Six By Six*, **Ramsey Lewis Trio's** *Wade In The Water* and **The Javells's** *Goodbye Nothin' To Say* too, while **Tommy Hunt's** *Never Can Say Goodbye* adds a fine bit of disco to the mix.



A mixture of US originals and other tracks recorded just for the label by artists performing at Wigan, together with the box set also containing detailed sleeve-notes and a myriad of rare photos and memorabilia, it's a good little package both for those looking to reminisce and others wanting to learn more.

This month's reviewers are Andy, Nik & Sarge

TESTED KIT **Andy's wet weather gear**

Alpinestars Bogota Drystar Range

Jacket RRP £249.99

Trousers RRP £189.99

www.alpinestars.com

I've had these new all-weather riding/adventure touring garments here, from Italian clothing specialist Alpinestars, since April. The Bogota Jacket is constructed from an abrasion and tear-resistant poly-fabric and features a Drystar membrane for guaranteed waterproofing.

This jacket also features superb levels of protection thanks to its integrated CE-certified elbow and shoulder protectors. Nice touches include large red tags on the zips meaning you can easily open or close pockets and efficient ventilation system with your gloves on in all weathers, a feature which is repeated on the trousers too. They also incorporate a Drystar membrane, and a removable thermal full-leg liner, making the Bogota Pant 100% waterproof, as well as boasting a CE-certified protection too.

Now the big thing here is how does it perform in extreme weather? Well to the summer sun first, and the trousers without the liner and vents open are still warm once you stop, but on the move at Lambretta speeds they've proved fine and comfortable so far. My only niggle being that the braces attach via Velcro and if not secured correctly before you set off, they can come undone along the way. A small but noticeable point.

As for the jacket, for me even warmer than the trousers, but liners can be removed and the long vents on the lower arms are pretty cool, the fastening on the cuff keeping it all in place, just in case. The chest vents help too, just don't forget to close them if it rains.

Ah yes, the rain... Until July, I was impressed by the way Bogota kept me dry in the fairly heavy showers I've worn it through, both in the UK and Europe. To be honest, the reason I keep going back to Alpinestars is that their clothing works and lasts very well. And I do clock up a lot of miles in a year.

And then came Llandudno; about seven hours of rain on the way up, and more than eight hours of torrential rain on the return trip. And do you know what? I love Alpinestars, except for that small area that because of the way we sit on scooters compared to motorcycle riders, rainwater eventually flows up our lap to our waist, and in the gap between trousers and jacket, your T-shirt starts to get a little wet around your midriff.

Yes, despite the weather I managed most of the journey home with just a long-sleeved T-shirt for warmth, and only a wet belly to

complain about. My secret tip here by the way, is not to wear a neck tube, hoodie or any other garment that could allow rain in via capillary action.

Available in various sizes and colour options, the Bogota Drystar jacket and trousers are not cheap, but they work. Proof? Friends with cheaper clothing and less far to ride got soaked to the skin coming home from the same rally.

Alpinestars Gunner WP boots

RRP £149.99

www.alpinestars.com

Down below, keeping my feet dry were Alpinestars' CE certified Gunner boots. A dual Velcro closure system makes them quick and easy to fasten once on, and they are comfortable from the off, fitting snugly in no more than a reassuring way.

The Gunners feature all sorts of mouldings and reinforced areas according to the press blurb, for protection, from heel to toe with dual density here and TPU bits there, and their plain design suits everything from normal jeans to riding trousers. They also have reflective insert on the rear for night time visibility, and the all important waterproof membrane layer between upper and lining "for proven performance in difficult weather conditions".

Again I refer back to Llandudno and report that on the floor of a Lambretta they kept my feet dry all day until the point we stopped for coffee and I realised about 10 minutes later that the way I was sitting allowed water to pour off my trousers and jacket into my boots, and from then on I had wet feet. Self inflicted!



Alpinestars GT-S Xtra-Fit Gore-Tex gloves

RRP £129.99

www.alpinestars.com

After the initial Yukon gloves in the main picture here not only failed me in Italy by letting in quite dramatically but also taking forever to dry out, I was sent these by Alpinestars to try. Their first outing was Llandudno, 600 or so miles of constant rain, and you know what? They impressed me.

With a durable leather and stretch poly-textile main structure these gloves apparently feature "the innovative X-TraFit material technology, which incorporates a Gore-Tex membrane for excellent waterproofing and breathability". They also boast "superb



dexterity, grip and sensitivity of bike controls afforded by X-TraFit's sealed triple layer construction for a significantly reduced material construction".

To keep your hands in one piece there are over moulded, advanced PU knuckle protection together with Alpinestars' patented third and fourth finger-bridge to prevent contortion and separation of the fingers in the event of impact slide and shock absorbing EVA foam padding inserts on palm, fingers, thumb and wrist. They're fastened by a dual Velcro wrist closure system and also boast a nifty soft and flexible TPR visor wipe on left hand to clean away dirt and grime. I love that!

But more importantly I love the fact they kept my hands dry. Granted they weren't warm. In fact they were bloody cold, but still dry. The secret here is to have a credit card or cash in an outside pocket, and if you have to take your glove off, make sure you thoroughly dry your hand before putting it back inside.

I would maybe try these gloves with a thermal liner next time, and it will be interesting to see how dry they remain, but until then, on a warm day these are very good indeed.

Again not cheap, but worth it I reckon.



Scootering Oddballs

The page where we take a closer look at the anomalies of the scooter scene...

6v Vespa P200E

Is this oldest P Range in everyday use?

Those of us who have an interest in scooters will at times get our head turned on first viewing of a particular scooter. Obviously there are a multitude of reasons why something catches the eye. With YGY 169S, it was because it was a non-indicator early example of a P Range.



Closer examination revealed not only that it was a non-indicator model, but also it was a 6v version of a P Range Vespa. With an S plate prefix, 1978, I wondered if this particular Vespa might be a genuine oddity. You see, according to a number of long-time Vespa dealers only the indicator version of the P-Range was imported to the UK.

But this wasn't one that slipped through the net, however. It was imported by Scooterworks of London in late 2002 or early 2003 among a batch of around 30 scooters from Turin.

YGY 169S was first UK-registered on a 1978 plate in April 2003 and Craig at Scooterworks kept it for a while as one of his

own personal scooters. The scooter then found its way to South Wales, where a friend of Jason Elsmore, known as Skive, paid £1000 for it. Shortly after the purchase – in fact Skive hadn't registered the Vespa in his name at that point – the two of them found themselves chatting and at the end of May 2008 Jason offered two boxes of Northern Soul records in exchange for the P Range. Skive accepted and Jason has owned and ridden the scooter ever since.

Capable of carrying out repairs and mechanical work himself, he told us: "When I first got the scooter the floor boards had a hole that needed repairing. During the first year I had it I got a few bits and pieces, including a reinforced centrestand from Taffspeed."

Since taking ownership a non-standard King and Queen-style aftermarket seat, as well as side panel bars with foot pegs, have been added for the comfort of both Jason and any passenger. This scooter has been used to travel long distance to rallies as well as providing everyday transport for shift work.

Jason also researched the history and background of his P-Range. Frame number VSX1T 3113 shows this P-Range Vespa rolled off the Piaggio production line early in 1978. Engine number VSE1M 43196 suggests a 1977 P200E motor. While this might seem a chasm apart from the frame regarding production dates, in fact it's likely the motor was one of the last 20 manufactured in 1977 and having worked



Above left: It's beneath the familiar panel work that abnormalities occur, like the lack of wiring behind the horn cover here. **Above middle:** VIN reveals early production line number. **Right:** Of course, for a 6v scooter you need a 6v horn!

in a factory environment myself, its practically a certainty that via the production line process said engine would be married up to a frame produced at the beginning of 1978. None of the Italian-produced Vespa or Lambretta scooters have exactly matching frame and engine numbers for this very reason. Both components were produced separately before being bolted together.

The end result here is this non-battery, non-indicator, European specification scooter, with a 6v electronic ignition system and a key in the headset top. Removal of the horn casting reveals just the two wires required to make the circuit with the 6v horn, not a sight owners of a regular P-range would recognise, I'll bet.

Although YSY 169S is his everyday scoot, Jason (having recently concluded a Lambretta project) has one or two plans in mind for his early P Range: "I'm definitely going to be fitting a stereo system into the glovebox, using a spare door so it can be removed if needed. I might even convert it to 12v," he adds with a grin.

Is this the oldest P Range Vespa currently in everyday use in the UK? Does anyone know differently?

Sarge



A BRIEF HISTORY OF THE P RANGE

Rightly known as the workhorse of Europe, the P Range Vespa became the rally-going scooterists' favoured steed during the Scooterboy era of the 1980s. Launched in 1977, initially the P Range came as a P125X, P150X – both with points – plus the flagship model P200E with electronic ignition. Early versions of the 200 were more or less (6v) Ducati ignition engines, as used on or very similar to the late Rally 200 models.

Indicators were an optional extra to begin with but, along with the introduction

of 12v electronic ignition engine, they soon became standard.

Some very early P Range models, usually the 125, had a kill button as opposed to a key in the centre of the headset top.

The EFL model was introduced in 1983 and early versions were a kind of crossover of the earlier model and this, presumably using up the parts that were left. The ignition switch became amalgamated with the steering lock, the method of securing the side panels evolved around that time too, and the P Range underwent a minor cosmetic makeover.

All available models in the EFL range, irrespective of cubic capacity, became PX models and were eventually all fitted with a separate two-stroke oil tank, aka auto lube. Special, commemorative and celebratory models appeared at different times, but putting those editions to one side, there was one big change to the P Range – the introduction of the disc brake model from 1998.

It could be argued that the T5, which is 30 years old this year, is a variant of the P Range, but that is (literally) another story that you'll find on page 34.

Tested Bull It SR6 Vintage Jeans

If you only glance at the first few lines of a review, then I'd like to start by saying if you read anything negative about Bull-It jeans from the last pair I wore, then let me tell you that they've listened to criticism and the results are certainly positive.

Constructed from 12.5oz denim and triple stitched, Bull-It jeans use their British designed lining branded Covec, which is in principal along the lines of Kevlar and other lesser known brands of para-aramid materials in that it is a technical textile made from synthetic and natural fibres to offer strength and density, but is different to aramids and of course they consider it superior. The jeans here they claim have survived six seconds of abrasion testing, which in anyone's book is a long way to slide on your arse. By the way, the SR stands for Slide Rating, the number the time lasted in the CE-13595-2 test – six seconds.

Available in both ladies and gents cuts, with a few style options too (my 'Vintage' pair are some of the most stylish riding jeans I've seen), I really like the number of inside leg options available, four in total, and if you're worried about your waist the men's range from 28in to a whopping 54in!

Bull-It jeans also feature genuine YKK zips, five pockets, a micro climate inside (1mm of airflow using Covec structure and cool mesh liner, they say keeps you warm when it's cold and cool in the summer), Covec thermal barrier inside to prevent heat transfer from road friction, a 60% internal cover of Covec impact abrasion prevention layer, a water repellant finish and both knee and hip armour pockets for optional CE 1621 approved protectors.

Firstly then, while two years ago their sizing was all over the place, these latest Bull-It jeans are spot on, feeling almost made to measure all round, and very comfortable indeed. They also weigh less than the previous jeans – still more than your regular fashion items, but not so much now.

The Covec memory armour is very comfortable and unobtrusive too, fitting in all the right places when sat on the scooter, while the water repellent coating seems to work in showers, but I wasn't brave enough to ride through a thunder storm without stopping to put my waterproofs on – not with 170 miles still to go home!

The only criticism I could possibly level is more due to the great British weather we've been having whereby if you reach your destination in the midday sun, you'll be wanting to change into shorts sooner than later! That said, arrive early evening and it's easy to forget you're wearing protective jeans complete with body armour. A compliment indeed I reckon.

The SR6 retail at a reasonable £129.99 and for more info and dealers visit www.bull-it.com **Andy**



THE RUMOUR MILL



After a few months off the Rumour Mill is back in full flow and the first news to bring you is a rumour of a new **geared sports scooter** on the horizon. This could be the first completely new manual gearchange scooter on the market and will be an interesting test to see if automatic transmission really is the only solution for a modern scooter.

Shots of the scooter in development for **Scomadi** show a motorcycle-engined scooter similar in basic design to the Lambretta Innovations Series 6 scooters, but with Scomadi-style ABS bodywork. The engine shown is a six-speed 250cc four-valve four-stroke engine. Specifications for this electric start engine boast 26hp @ 8000rpm and 22Nm torque @ 7000rpm. Even allowing for power losses through the drive chain, that would make for an entertaining ride in a Lambretta-sized chassis.

Further rumours from Scomadi are that they seem to have finally found an engine to power their next over-125cc model. All they would reveal was that it's a 200cc water-cooled newly developed four-stroke four-valve twin cam engine. Both these models are scheduled for display at the Milan show in November 2015.

To add fuel to the fire, we hear rumours that beyond the BSG 305 engine there may be another new engine on the way to fit Lambretta chassis with **over-250cc** capacity. That is of course on top of Tino Sacchi's 275cc version of the Targa Twin and the 290cc specials that Harry Barlow is currently producing. Big-bore geared scootering still has plenty to offer...

Vespa PX Disc Lock

Readspeed dropped us a line recently with details of a new Vespa PX disc lock. The PX is renowned for having discs too small for many commercial locks, Readspeed's comes with the choice of two colours and a mini carrying pouch, and all for just £14.99. While we're here, Readspeed has a new website and online shop too, so check it out at www.readspeedscooters.com



SCOOTERING

ON THE GO!

www.mortons.co.uk/SC



FREE APP

This magazine can be read on:



Apple iOS



Android



Amazon



Online



Playbook



Windows 8



WORLDWIDE NETWORK

For the last 30 years CasaLambretta has been dedicated to the maintenance and restoration of vintage scooters.

Our fully equipped workshops are professionally run by three competent and enthusiastic mechanics.

95% of all CasaLambretta parts production is Italian made, utilizing the original Innocenti design, drawings and documentation preserved within the scooter Museum.

800 SQ/M SPARE PARTS WAREHOUSE



FULLY EQUIPPED WORKSHOPS



THE LARGEST SCOOTER MUSEUM IN THE WORLD



Italian Champions VPI classic 2014



"Winner Lydden Hill 2014"



This is the new 'Casa Superlight' exhaust system that we have developed specifically for the fabled 'Casa 185cc' and 'Casa 210cc' cylinder kits. Weighing in at just 2.6kg, it is made entirely from pressed steel and has a unique oval cylinder fixing, making it totally unlike anything currently available on the market. It attaches to the cylinder stub with two springs and the silencer is in anodized aluminium. This exhaust is part of the new, enhanced 'Casa Performance' range and will be supplied with a nickel plated finish as standard, with a chromed version (pictured) also available.

CASA LAMBRETТА – MAKING THE DIFFERENCE!!!

New!

**MADE
IN ITALY**



www.casalambretta.it



WORKSHOP ESSENTIALS



Each month we'll be visiting a scooter shop somewhere in this wide world of ours – whether its speciality be restos or racers, engineering or basic servicing – and heading into the workshop to find out what the people there consider essential to keeping it running smoothly. This month we dropped in on CBS Whitton...

CBS Whitton, located in view of Twickenham rugby stadium, has been selling and repairing scooters since the late 1950s and since 1974 the shop has been owned by the Hasler family. We interviewed Peter Hasler in last month's *Scooter* and while we were there, asked about his choice of workshop essentials. **Sarge**

What would be your workshop essential?

From the 60s or 70s, a fly press. An absolute essential item, used to change fork arms and bushes on Vespas. Today, the dyno which is a godsend for setting up and tuning bikes properly, and especially good for setting up automatics. But my all time essential would be the Vespa cradle. It's one of only five that went from Douglas to Vespa dealers.

It slides under the scooter, clamps in two places to the floor boards and, with the absolute minimum of effort, any Vespa can be moved onto its side or even its back, allowing easy access for whatever job needs doing. Although the shop sells more automatics these days, the Vespa cradle is still in use on at least a weekly basis.

Is there any job the cradle can't be used for?

Yes, it had to be modified so it can now be used on any Vespa from 1945 to the current P Range. Prior to modification, some models like the GS needed the exhaust



Peter and son Neville with their dyno.

removing before going onto the cradle. T5s will fit, but the plastic spoiler has to be removed first.

What kind of jobs does it make easier?

Almost everything, from changing wheels, engines going in and out, fitting forks. It saves damaging the scooter. It is getting old and outdated now though and it only works on Vespa scooters, not the plastic automatic Piaggio scooters.

Why were there so few cradles made?

They were expensive. Except for ours, I don't know the whereabouts of any others. In the Sixties I was doing a frame or chassis change almost every week. There's been relatively few since then, in fact the P Range in the pictures is the first frame or chassis change I've done in a long time.



Douglas Vespa cradle.

DETAILS

Name: Peter Hasler

Position: Owner of CBS Whitton Ltd in Twickenham.

Last scooter ridden: Personally owned, my old 90 SS. I ride automatic scooters on practically a daily basis, but the most recent would be the P Range recently repaired using the cradle.



Peter shows how easy it is to use the cradle.



Scooter Accident Essentials

Advertisement

THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

The rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

Do not ring your insurer....first!

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

Never ring a claims company!

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

No win no fee is good for you

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

Do not feel bad about claiming

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

Pick your own solicitor.

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

Think it's your fault...think again.

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

The three year rule.

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. **Act now!**

What now?

If you, a mate or relative has been injured in an accident call me for free initial advice before you do anything else.

I guarantee to give you straight advice and do all I can to help you avoid falling into the wrong hands.



**Lampkin
& Co
Solicitors**

SCOOTER ACCIDENT SPECIALISTS

08081 782110

www.lampkins.co.uk

info@lampkins.co.uk

Regulated by the Solicitors Regulation Authority (SRA number 301 730)



Choosing your own solicitor after an accident can make all the difference to the success of any subsequent claim



CUT OUT AND KEEP

CUT OUT AND KEEP

Wearside Wanderers SC 35th Anniversary



For a certain generation of scooterists, there are a number of significant club anniversaries on the horizon, and this one got me riding over 300 miles to the North East to help celebrate with some old friends. I say old, but I mean 'long term', having been introduced to a couple of Wanderers back in the mid 1990s by young Sticky while we were working up in the North East for *Scooter* back then.

As with many scooterist friends, somehow you keep in touch and the next thing you know they've invited you to a scout camp by the seaside near

Sunderland for a weekend of fun and frolics. Friday night was an unofficial welcome party, the local brew in the bar (yes, a bar in a scout camp?) going down well with those early arrivals representing both coasts of England, as well as the north and south. It was also when I got my first glimpse of Rob Miller's D Racer project which is very neat indeed.

Saturday saw many more riders arrive, the site filling nicely with an array of scooters including top notch custom machines that aren't often seen on the road south of the Watford Gap. A rideout departed for a blast along the local seafront, a

coastline of the country I shamefully admitted to our hosts I knew bugger all about until this weekend, while others wandered a mile or so into town to try out the local pub.

All though the day the Wanderers had bands or DJs playing, background for the inevitable chitter chatter about Serveta 80s race replica, a Honda Gyro, rustoration Vespas etc, then back to Rob to double check exactly how much more horsepower his much modified Vespa exhaust added to his Lambretta D. Hmmm....

Afternoon blended into evening as the strays from town returned, locals working late

arrived, and the ones who started early began to flag. It didn't matter though as the atmosphere was good, the banter even better, and despite the fact the DJ was struggling to read record labels after a certain hour, the party continued into the wee hours.

Andy

Trophies

Best Vespa:

The Joker

Best Lambretta:

Chiselspeed Street-racer

Best Turned Out Club:

Cooper Crew

Farthest Travelled Club:

London Lambretta Club



Tested Forma Portofino Outdry Boots

These CE approved leather motorcycle boots from Forma of Italy boast their Outdry waterproof and breathable lining, and being Italian match it with the oiled leather to give a classic and practical look.

They fit really well, are comfortable from the start and they're perfect for both touring and short trips, being easy to forget you're in riding boots

when walking about at your destination. There's protection and comfort features all round; ankle, shin, sole etc. and having clocked up a good few miles already in these so far I'm

impressed that the Outdry membrane has ensured that these boots are 100% waterproof.

Apparently the Outdry membrane is laminated to the outer leather of the motorcycle boots. Forma claims that usually in other waterproofing techniques there would be a separate membrane, it means that the rain would have to travel through the outer to the waterproof membrane and it would sit in between those two layers both cooling your feet and not allowing them to breathe. So I'm told.

The facts are though, comfortable, waterproof, and wearing very well indeed. I like. The RRP of the Forma Portofino boots is £159.99 and to find your local dealer call Factory Agencies on 0845 834 0102.

Andy

York SC's 40th Anniversary Rally

Forty years is an anniversary worth celebrating, and the promise of a scooters-only event in a great location was enough to tempt me and my Series 1 240 miles or so north for a weekend of merriment.

As usual for this year, A and B roads got us there, plenty of scenery, small villages and the like along the way, arriving at the tranquil riverside location, about a mile from a village in the middle of nowhere early evening. Already there were a good number pitched up and so it seemed rude not to join them for a pint or three in the pub that

was playing host to the rally. With plenty of tidy scooters to gawp at as the sun went down, there was plenty of conversation filling the air, the only difference being that the usual pub talk of 'my scooter is faster than yours' was actually put to the test there and then around 10pm when the mobile dyno was cranked up to punish a couple of Lambrettas on its rolling road. Oh how I love a pub in the middle of nowhere!

The same 'love' applied to the DJ who I found out the next day played his last record shortly before sunrise, which explained at least partially why I felt like I did. Examining my photos when

I got home explained the rest...

An early riser was the legendary Rob Skipsey who had hauled along a van load of what to many people on the high street could be mistaken for rusty scrap metal, but for some of us were tarpaulins full of valuable rare spares for our Italian shopping bikes. Well that's what he told me as I handed over my cash and wondered how to strap on the extra half ton of weight I'd just bought for the ride home!

The pub was serving breakfast inside, while outside a few dealers set up but it was the dyno that caught the attention. Sluice's standard TV had a

respectably low output, surpassed only by a Lui, but the morning fun had to be Steve Airey's GP being thrashed to 80mph on the rolling road – while two-up! I've seen it folks, and he signed a dyno printout for me afterwards!

After that excitement lolling about in the sun, avoiding the rain and Abbey Cider before the Saturday evening's celebrations continued were the order of the day; riders arriving throughout from all over place as they finished work and decided there was no better way to spend a weekend than in the saddle and with like-minded friends.

Andy



MORE TUBELESS OPTIONS

Entering the market of tubeless Vespa wheel rims after SIP did with their alloy wheels, FA Italia is now following Pinasco into the world of split tubeless Vespa rims too.

VE (UK) is the British importer of these wheels, styled in a similar way to the 'Rush' rims of old. Available in all silver, black or red with silver polished edge, FA's rims are 2.1 in width and like the Pinasco wheels use a sealing O ring between the two wheel halves. The rim is supplied with a 90° valve and all mounting hardware required for fitting, while the retail price is around £56. www.ve-uk.com





Trigger Happy

A voice from the Young Guns SC

While obviously testament to its radical design, it is also a simple fact – the Vespa T5 has ruled the roost when it comes to learner legal scooters since 1985. Nothing else came close then, nothing else comes close now.

I suppose there's the stylish Lambretta Li125, but they're woefully slow, massively unreliable and hideously expensive. There's also the Vespa PX125, but it's like a fit bird's less sexy mate in comparison. To be fair, you can't disregard all various autos that have come since.

There are a few that have matched the T5's performance and radical design, but they just don't have the charm of a clunky Vespa gear-change or the fun that it brings. The pokey five port engine provides oodles of fun while making a practical rally machine, and its simple Vespa engineering means that they're pretty reliable to boot.

Not only does the machine have a radical engine, the Mk1 had radical looks. Angular, almost Teutonic lines really do make it stand out from the crowd. And it's a combination of these things that continue to make the T5 a magnet for young scooterists.

I'm no exception, as I was fortunate enough for my first scooter to be a T5. I went to my first rally on it, I passed my test on it and I even had my first crash on it. I literally did everything and went everywhere on that T5. It showed me what the world of scootering could be like; it showed me the good times and hardly ever kicked up a fuss. I may have moved on to a life of self-punishment and Lambretta ownership, but some of the best times I've ever had were on my T5.

Calum Kydd, 18, Dundee

"I bought my T5 back in 2012 shortly after my 15th birthday. It took over a year and a half of saving up my paper round money to buy it! At first I kinda wanted to get a T5 Classic as there are more parts and accessories for them. But my dad convinced me to go for a Mk1 and I'm glad I went for it as they're a bit different. A boy in the local club had been collecting 80s parts for years and I managed to convince him to sell some rare accessories. My T5 is standard other than a Mikeck exhaust and people would



never believe me when I told them it was standard and I guess that's because it would keep up with their 200s easily."

Joe Jackson, 19, Hull

"I've been into scooters since a young age; I must have got it from my uncles. They could not recommend another first scooter for me to get, as they say it's the best engine Vespa ever made! And I agree it's so much fun and the scooter's been great! However, the one time it did let me down was when the clutch plunger shattered, and it meant I had to get towed home... by a Vespa PX125!"

Dan Ashman, 23, Radstock

"My T5 is a standard 125 running a PM exhaust. Reason why I own this T5 is because I've always had tuned up scooters,

however in December of 2013 my partner and I found out we were expecting a baby, so I had to sell off a few scooters to fund family life. And using my scooter for work every day I couldn't afford a thirsty tuned scooter, so this is where the T5 came along; cheap to run, reliable and so much fun."

Rhys Hill, 18, Stevenage

"My T5 has a standard and reliable T5 lump, although it's been running an old SIP pipe for a little more go. I can't fault it, I have a smallframe I love but the T5 has bailed me out loads and got me to rallies when I really needed to. It's probably the best scooter ever built. It might look a little battered, but it won best in show at the DFM Rally... That might sound prestigious, but it was fellow YGSC Member Jacob's birthday party!"

WHO ARE THE YOUNG GUNS

The Young Guns Scooter Club is an organisation for under 25s that formed a couple of years ago in a very modern way – online – when three young riders started their own internet forum. Since then the ranks have swelled, with over 300 members from across the UK and beyond, with a cross-section of scootering types that reflects the

variety of styles on the scene. For more info or to find someone to either ride to a rally with or meet up with once there visit <http://youngguns.team-talk.net> or search for the Young Guns on Facebook.



ACCEPT NO SUBSTITUTE

The original detailed Lambretta manual, and still the best.

- Full colour throughout
- Large, clear and correct wiring diagrams
- Your guide through the spare part minefield
- Covers maintenance, restoration and running
- Produced by Lambretta riders for Lambretta riders...

"If you've got a Lambretta but haven't got the book. Get it now... Don't worry about the cost, it's money well spent" - internet review

"... buy Sticky's book, a million times better!" - LCGB forum post

"Give me Sticky's Complete Spanners Guide any day." - LCGB forum post



UK - ONLY £19.99 POST FREE
with **Lambretta Running Maintenance DVD - £25.99**
or **Spanners Manual with Lambretta Engine Rebuild DVDs - £31.99**
or **Spanners Manual with BOTH DVD's for only £35.99**

Order online at
www.scooterproducts.co.uk

Tel: 01934 417834

Send cheque or PO to Scooterproducts,
Lambretta Museum, 77 Alfred Street,
Weston-super-Mare, Somerset, BS23 1PP.

Lambretta Museum



The Complete Spanner's Manual: **Lambretta** SCOOTERS Second Edition by Martin 'Sticky' Round



REPAIRING

RESTORING

UPGRADING

Models Covered Include ...

LI Series 1, 2 & 3, TV Series 2 & 3, Special, SK, GP and derivatives



GO ONLINE TO SEE SPECIAL OFFERS ON THESE DVD's

LAMBRETТА OR VESPA MAINTENANCE

Professionally made dvd's have over 2hrs crammed full of general tips on how to maintain Lambretta (Series 3) or Vespa Large frame scooters, easy to follow and drawing attention to the differences in the older models. PAL Format only will play on any PC.

£14.99 (UK) includes post and packaging.



LAMBRETТА OR VESPA ENGINE REBUILD

Professionally made twin disc dvd's. A step by step guide on a complete Lambretta or Vespa Engine rebuild, shot in full digital widescreen. Over 5 hrs long, full of information. PAL Format Only, will play on any PC.

£21.50 (UK)

includes post and packaging.

Scooterboys by Gareth Brown
£13.00 (UK) £14.00 (Europe)
Price includes post and packaging.

THE LAMBRETТА BIBLE
By Pete Davies
£29.99 (UK) £34.99 (Europe)
Price includes post and packaging.

MOD a Very British Phenomenon
£23.50 (UK) £27.50 (Europe)
Price includes post and packaging.

ENRICOS VESPA
Children's Story Book in English and French
50 pages lovely book for your kids!
£23.49 (UK) £26.49 (Europe)
Price includes post and packaging.

SCOOTERS & LAMBRETТА
BY Vittorio Tessera - 118 Historic scooters from Vittorio's museum
£45.00 (UK) £52.50 (Europe) Price includes post and packaging.

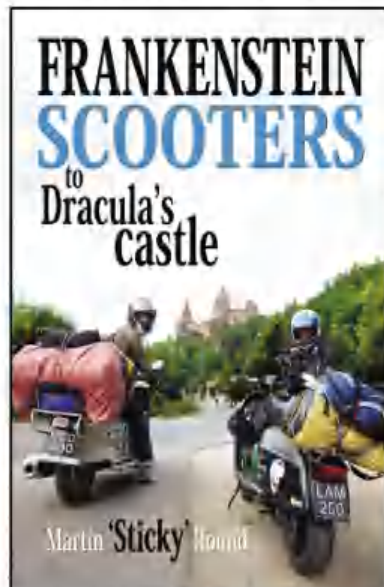
NEW Haynes PX/T5 Manual
£18.99 (UK) £19.99 (Europe)
Price includes post and packaging.

Tuning Vespas by Norrie Kerr
£7.50 (UK) £8.00 (Europe)
Price includes post and packaging.

Lambretta Restoration Guide
Expanded Edition by Vittorio Tessera
NEW UPDATED EDITION
25x25cm, 80 pages, soft back.
£24.00 (UK) £28.00 (Europe)
Price includes post and packaging.

MOD - A Very British Style
by Richard Weight
Size: a4mas - Pages: 480+ Hardbound with jacket - Text: English
£25.00 Post Free (UK)

The A to Z of MOD
by Paolo Hewitt and Mark Baxter NEW - 304 pages - full colour - lots of info etc!
£18.99 (UK) £21.99 (Europe)
includes P&P.



FRANKENSTEIN SCOOTERS to Dracula's castle

New Book by Sticky
Soft back - 192 Pages - 80 Pics
£9.99 post FREE (UK only)

LAMBRETТА ILLUSTRATED GUIDE TO THE IDENTIFICATION

by Vittorio Tessera

Size: 25x25 cms - Pages: 400 - Photos: in b/w and colour - Hardbound with jacket - Text: Italian-English
After having digested all the technical information supplied by the concessionaires of the period, and having created thousands of illustrations showing all the versions produced by the Lambretta manufacturer between 1947 and 1971 piece by piece.

RRP £50.00 SPECIAL OFFER

£45.00 (UK)

£55.00 (Europe)

Price includes post and packaging



Send cheque, P/O or credit card details to:
Scooterproducts, Lambretta Museum,
77 Alfred Street, Weston-super-Mare,
Somerset, BS23 1PP.

Tel orders on 01934 417834
or buy on-line at
www.scooterproducts.com
Trade Enquiries Welcome



Books, Models, Posters, Clocks, Signs, Pins and Patches just go to www.scooterproducts.com

CELEBRATING

30 YEARS



Policies from
£74**



Classic insurance redefined.

Tailor your classic scooter insurance policy to suit your needs.

To discover the Footman James difference, call our friendly UK team for a quote today.

0333 207 6017

or visit footmanjames.co.uk



Footman James

We share your passion

follow us @Footman_James



Classic benefits included*:

- + Salvage retention
- + Shows and events
- + Helmets & leathers (up to a limit of £750)
- + European motoring (up to 35 days per trip)
- + Riding other classics



Cover options*:

- + Breakdown with options to include European cover and Homestart
- + Agreed value
- + Ride to work
- + Track day cover
- + Wedding hire cover
- + and many more

Specialist rates for club members

Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1967 Lambretta Li 125cc. Value: £3000. Main policy only and does not include any FJ+ cover options. All premiums assume it is not the main vehicle and includes Insurance Premium Tax. Male rider aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. FP ADCB204.11.14

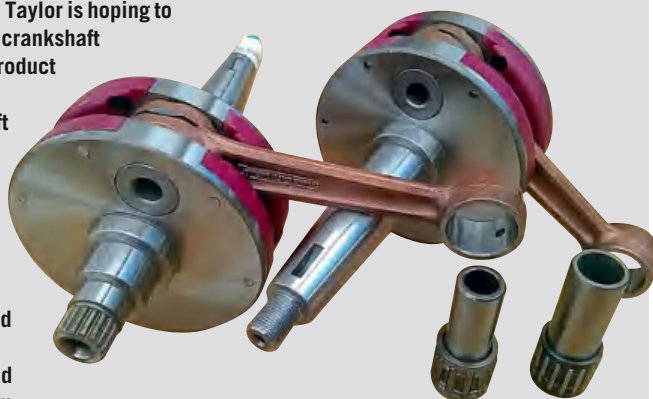
NEW GRAN TURISMO STREAMLINED CRANKSHAFTS

Brummie boffin Richard Taylor is hoping to shake up the Lambretta crankshaft market with his latest product

– a completely bespoke 60mm stroke crankshaft intended to retail for under £200.

The crankshaft is made completely from scratch to Richard's design, including a dedicated double-forged 110mm con rod and special bearing. This rod takes pistons with 18mm gudgeon pins using a stock bearing, but it can also accept pistons with 16mm gudgeon pins thanks to Gran Turismo's recently-announced 'conversion' small-end bearings. Also unique is the use of plastic stuffers to reduce drag.

At the time of writing final samples are being tested with production cranks expected to go on sale from October.



Ultimate Chain Tensioner

This is the latest version of LTH's chain tensioner, now labelled the 'Variochain Ultimate'. A variable chain tensioner, with this one you can use even more unusual sprocket-chain combinations as the tensioner part itself can be mounted in various positions. The slider is made of "S grün®" which is apparently is a "patented long life gliding material". So now we know.

The chain tensioner is designed and made in Germany and at the time of writing the RRP is about €60, so a veritable bargain for us Brits at the moment. www.lambretta-teile.de



WIN SHAD LUGGAGE WORTH A TOTAL OF £1000!

Spanish luggage manufacturer Shad has kindly offered £1000 worth of prizes for 10 lucky readers to win, no doubt enhancing their scootering as a result!

We have 10 sets of three pieces to give away, each including a SW35 Zulupack worth £65, a SBT5 waist bag worth £23 and a SBT1 tool bag worth £12; that's 10 prizes worth £100 a set!

The SW35 Zulupack is a 35 litre capacity waterproof bag the manufacturer claims is 100% watertight. Made of 420D nylon double-sided PVC coating, it has a wide opening on the top, easy enough to store a weekend's worth of luggage and more for a rally, which then folds down three times to keep the contents dry.

At the front is a small pocket for those things you need along the way (this is not fully waterproof as there are two drain holes at the bottom) and a small waterproof document pocket too. The **SW35 Zulupack bag** comes complete with shoulder straps so it can be carried like a ruck sack upon arrival (and has a padded back) and add to this the four inclusive straps that can be used to fix it to your luggage rack and you've got a tidy bit of kit. Not only that, but so far the main compartment (where my clothes are stored) has proved completely waterproof, which is just what you need really, eh?

The **SBT5 waist bag** has a three litre capacity, with several pockets and compartments to keep all your important documents safe. It has side pockets as well as compartments in the front pouch that are easy to open while wearing gloves. This is the kind of bag that proves very handy in torrential rain as you wouldn't need to go into your jacket pockets or take gloves off for fuel stops to reach credit cards or cash.

In the dry when paying for fuel, I could stuff my gloves and keys in there which made it easier than trying to juggle helmet, gloves, keys and wallet. Adjustable straps for varying waistlines make it very comfortable to wear. It's an ideal bag if your jacket has small pockets and mobile phones are getting bigger, especially using waterproof cases. I especially like the clear document window, perfect for ferry booking references.

Finally there's the **SBT1 tool roll**, a handy little bag that allows you to carry a few basic essentials around with you, just in case.

So, 10 lots of prizes courtesy of Shad (you can view the rest of their range and locate stockists via their website at www.shad.co.uk) and to be one of the lucky winners all you have to do is answer this simple question;

What is the combined capacity of the SW35 and SBT5?

A: 48 litres

B: 38 litres

C: 28 litres

Send your answer to SC-Sept Shad, PO Box 99, Horncastle, Lincs, LN9 6LZ before the closing date of October 5, 2015. You can also enter online at www.scootering.com



Name
Address
Postcode Telephone
The answer is: A ☐ B ☐ C ☐
Email Address
Closing date: October 5, 2015

Terms and conditions apply. For full terms and conditions, see www.scootering.com
The winner will be the first name drawn at random. There are no cash alternatives available.

Disclaimers:

Only tick this box if you do not wish to receive information from Mortons Media Group regarding or relating to current offers of products or services (including discounted subscription offers) via email/post/phone ☐
On occasion Mortons Media Group Ltd may permit third parties, that we deem to be reputable, to contact you by email/post/phone/fax regarding information relating to current offers of products or services which we believe may be of interest to our readers. If you wish to receive such offers please tick this box: ☐

MAILBOX

Letters&emails&correspondence&questions&personals&thank-yous&comments&more

Feedback, Scootering Magazine, PO Box 99, Horncastle, Lincs, LN9 6LZ or feedback@scootering.com

PETER SHERWEN RIP

Sadly another of our stalwarts from the heady days of the 1970s has passed away at an indecent age. Please include the following obituary in your magazines as soon as possible: It is with sadness that I have to inform the scootering world of the sudden death of Peter Sherwen on July 22, 2015.

Pete was a Widnes Saints SC member and Group C Racer in the 1970s. Pete had many successes with his 'Purple People Eater' GP150 at venues such as Cadwell, Croft, Lydden the IoM, Longbridge and at the Fulbeck Sprints.

Like many of us Pete moved on to other interests: family life, American cars, photography and managing and spanning for his son Matthew during his karting career.

Sadly a couple of years ago Peter was struck with early onset Alzheimer's and he deteriorated rapidly. His funeral was held on July 31 and our thoughts are with his wife Anne, son Matthew and his two young daughters Hannah and Emily.

Whatever road you are on Pete – may your Lambretta never seize.

Gordon Eves – Ex Widnes Saints SC & LCGB



Pete Sherwen

It is with sadness I have learned of the sad and untimely passing of Pete Sherwen.

In the 80s Pete was a stalwart on the LCGB and was a competitive racer on his Lambretta. Pete also ventured into publishing with a scooter magazine, however his real enthusiasm was to the Lambretta scooter and the Lambretta Club.

He was a well liked and popular scooterist. Scooter history will remember Pete, RIP.

Norrie Kerr

Freedom is scootering

I've been riding scooters since 1976; I'm now 78 years old. The bikes I've rode haven't all been Vespas but the last six I've owned have been and I was hooked, ET4, 125S, etc. Unfortunately, due to a shoulder problem I'm not able to ride and I miss it terribly.

People say to me, 'You've got your bus pass' but I don't want to hear that. I want to be on my own wheels and have the freedom to go where I like. I lose it; my husband says I've been impossible to live with since I've stopped riding. I only wish I could get my shoulder sorted – I like my independence. I've been buying the *Scootering* magazine for six months and love it.

Happy riding to you all.

Mrs Derica Bruce, Truro

Lucky escape?

I have bought the last three issues of the magazine, and reading the letters page I have been put off getting into the scootering club/rally scene. If the letter from Graham Milne is typical of the way many people think of modern scooters then I, as a Silverwing 600 owner, won't be welcome.

Having owned many motorcycles over the years I now find a large scooter suits me best for the type of riding I enjoy: days out

and touring. As we all get older arthritic joints mean a feet forward riding position can be far more comfortable, a modern scooter can offer this. From what I have seen, pictures in the magazine and on the road, classic scooters can be very cramped; riders with their knees sticking out in the breeze. I also don't want to have to carry lots of tools, and spares just in case.

I understand why people like classic scooters. I like classic motorcycles but I wouldn't want to do a two week European tour on one.

If modern scooters, be they two, three or four wheeled are unacceptable to some, then the scooter scene may well die out. After all, the purchase of new models keeps dealers going, and could lead to an interest and purchase of a classic in the future.

So thank you, *Scootering* magazine, for saving me from the bile and prejudice of these sad individuals.

Gordon, Worcester

Get well soon

Just a quick line to send best wishes and speedy recovery to my dear brother Chris Macnamara after his RTA near Bath while riding home from Lincoln scooter rally. The Brogue Trader must ride on!

Love from Gerry & Naomi McGonagle

BRITISH & ITALIAN TWINS

I am writing as a result of your excellent articles concerning the Lambretta Twins. Ian Harrop and I were invited by Vittoria, as we were founder members of VMSC, to Euro Lambretta at Strasbourg. As we both had modest Lambrettas, Vittoria suggested that Ian take his Dayton Albatross twin and me my Velocette Viceroy. So we motored down to Strasbourg with our wives, pulling our bikes in our trailer. We arrived safely and had a very enjoyable weekend.

We had a lot of interest in our machines. Many did not know of British Scooters especially concours machines. There were many other types of makes including Vespas, NSU Lambretta, Heinkel and others. We did do the ride out with our wives on the back too, most enjoyable.

During a quiet period, Vittorio asked if he could ride our scooters: of course you can. Would we like to ride his Lambretta twin? Of course we would. It was a wonderful experience and it is a pity it never got into production for it would have been a world beater – so quick. Vittorio came off both machines

exclaiming 'Bella Bella' and I'm sure after riding the Viceroy, decided him to restore the machine he already had.

You mentioned that the sound the two twins made was fantastic; well the sound made the twin, the Albatross and the Viceroy was also fantastic as each bike had a different firing sequence.

The articles, for me, have been very instructive, although I do not understand all the technical side, and the remembrance of that most enjoyable weekend has been satisfying.

Martin J Brench, Enderby



POLIZIA

Here are the police on their wisely chosen method of transport for catching gangsters on the run in L'Escala, Catalonia, where my girlfriend has an apartment. Seems to me a good enough reason to move there!

Jeremy, Colchester DVLC SC



Too serious?

After reading the letters over the last few issues, I find it hard to understand why scooterists feel an elitism for Lambretta and Vespa. I'm now 60 and wanting to get back into scootering; in the Sixties and Seventies I rode a Lambretta LI150.

A few years ago I had a stroke and to be honest a twist and go scooter like a LML or AJS Modena would be ideal. Will that really make me 'someone who should know better' or not a true scooterist? First time round we were out to have fun with like-minded people. It sounds now like everyone is taking it way too seriously...

Lin, Shropshire

Invented history

Why do people feel the need to make up a scootering history for themselves? It's like the Wigan Casino thing, if everyone who said they went actually went, they wouldn't have all fitted in.

It seems the same with "first rally", look at what some put, it just doesn't stack up. Also, lads getting scooters that "had one in the Eighties" and don't know how much or what oil to put in the tank, or didn't have one because they couldn't afford one when you could pick up a roadworthy Lammy for well under £100 and insure it for about £20?

I would rather be told the truth than stories with more holes in than my dad's string vest!

So get a grip, you'll get more respect if you don't invent a history and who cares what you did way back when, as long as you're riding now.

Gary Booker, Flintshire

WIMBLEDON SCOOTER ALLIANCE SUPPORTS STEM4

Members of Wimbledon Scooter Alliance raised over £1800 at their first charity fundraiser in aid of STEM4 on Saturday, July 18. The event, held at the Leather Bottle pub was supported by both general public and many of the 50 members of the WSA who were treated to music from two police bands, ensuring a lively disco and karaoke. Funds raised jointly with Barclays Bank totalled a massive £3099.

Lisa Billimore-Hughes



Burgers

Rob of Gloucester; in response to your two poorly chosen options for Burgman ownership (people who can't throw a leg over a decent bike and those who don't know how to use foot gear change), there are many, many much more valid reasons but for me personally it boils down to a leg injury sustained way back in 1994. I struggled and suffered for five years until I discovered the Burgman 400 in 1999 – all thanks to an in-depth review in *Scootering*. Being able to

ride with my leg almost horizontal in the feet forward style made a huge difference and has kept me attending rallies ever since.

I can honestly say I've never heard anybody complain, and if they have they at least now know the reason why.

There is still a Vespa T5 Classic in the garage, not quite on the road at present, which will be used for events very local to me.

*Gary, Scooteraniacs SC
(and Darkside of course!)*

DIFFERENT STROKES

I am a 61-year-old lady who has always been passionate about all things to do with scooters. I love Mod clothes and adore Northern Soul. As I mentioned on the phone I sadly never owned a scooter back in the day as my father hated all forms of two wheel transport and would not sign the HP papers for me to have my dream scooter, a Lambretta GP 200.

So now many years later I thought I would at long last buy my own scooter, not knowing anything about mechanics and having severe rheumatoid arthritis in knees, shoulders and wrists buying a classic was out but I still wanted something that looked the part.

I put a deposit on a Scomadi but due to delivery delays finally ended up purchasing a 125 Modena which as you can see in the attached photos I have spent money on customizing to the style which suits me and I'm pleased to say it attracts attention wherever I go and certainly turns heads.

Many mature guys think it's an old Vespa that I've restored and tell me they used to own one just like it.

They are amazed when I tell them I only purchased it this year and that its made by AJS. I have been to Kelso scooter rally and down to Brighton and next month going with a crowd from the AJS Modena Owners Club to a rally in Stonham Barns, Suffolk.

The photos attached were shot on Brighton front, near where I live in Hemel Hempstead and one outside my home showing the original Lambretta rear rack I have now fitted.

Happy scootering whatever type of scooter you ride.

Very kind regards,
Stephanie Lee, Herts



NEW-INCH HORROR!

“Hi, I’m Barry Invention and I’d like to introduce you to my mum – Mary Necessity – she reverted to her maiden name after divorcing my father. You see, Necessity is truly the mother of Invention...”







WE ARE WHAT WE ARE

I suspect many of us got into scooters through 'the scene' before discovering that it is also a cheap way to have two-wheeled fun. Some of us progressed into tuning because that was cheap, educational and rewarding. However, once you begin to push performance limits, cheap goes right out of the window. At least this is what Marek – the builder of this radical Vespa – found on his previous projects.

"This all started about six years ago when I destroyed yet again another P-Range casing because of a gear failure," he said. "I thought that there must be a way to have more than enough output without cracking casings, twisting shafts, burning down pistons and ruining barrel coatings."

The problem with tuned scooter engines is that there is not one single part specified to cope with three (or more) times the original power output. The Vespa PX engine was very cleverly designed to do what it does with the minimum of unnecessary weight. That means there is very little margin to cope with the increased strain of a powerful tuning kit. So everything needs to be upgraded to cope – clutch, crankshaft, ignition, gearbox. Eventually the engine casings themselves can't cope. Add up the cost of these parts and the bill gets scary.

Instead Marek chose the more pragmatic approach of finding a powerful engine for his Vespa that was designed from the outset to cope with the power it produced. It would have a crank, clutch, gearbox and ignition designed for over 50hp, not for 12hp.

So if you are going to do something silly then why not turn the dial to 11 and fit one of the

biggest two-stroke single enduro engines ever produced: Husqvarna's WR360 engine? All that he needed to do was fit it into his Vespa. Just like carving an elephant.

IT FOLLOWS

While we are illustrating gross over-simplification; exactly how do you carve an elephant? You buy a massive block of marble and chip away everything that doesn't look like an elephant. Simple!

Fitting a motorcycle engine into a Vespa is much the same. Start with a PX frame and cut away everything that's in the way. That leaves you with two piles of pressed steel; one for the bin and one that you will turn back into a scooter.

It might sound easy but Marek will put you straight on that. Unlike a Lambretta chassis which is long enough to hide both a narrow bike engine and a swinging arm, the fat Vespa shape takes this conversion like a transfusion from the wrong blood group. As Barry Invention would say; time for some lateral thinking.

"I started with a Yamaha steel swingarm and a P-Range frame from which I cut off the rear end to see if it would fit without altering the wheelbase", explained Marek.

"From the very beginning it was clear that the engine would need to be fitted to the swingarm but in order to get everything under the shell I had to tilt it. So I started to build the scooter around the engine swingarm."

Sitting the engine on a swinging arm was the same solution practiced by Ducati for its diminutive Brio scooters in the 1960s. The disadvantage is that it

makes for poor rear suspension function. A swinging arm with high inertia is slow to react to road undulations. On the positive side it allows you to keep the chain tension constant through suspension travel which is ace for chain and sprocket life. Mounting the engine on the swinging arm was also the method adopted by Scooter Innovations for Oz's Rotax-engined Vespa smallframe (*Scooter* #235).

Twisted minds think alike...

ALTERED STATES

Next job is to find a suitable rear wheel onto which you can fit a drive sprocket.

"I found that the hub of the old five-spoke aluminium Honda Comstar wheels would fit with a small offset of 0.5mm to the five-hole pattern of a Vespa rim. The half millimetre can be neglected if the rim is centred. So I turned off a few millimetres on a lathe and brought the hub to the correct dimensions.

"The rear wheel is widened to a 4in size with an aluminium spacer. This takes the 130 70-10 Schwalbe Raceman tyre well. Now as the sprocket of the Husqvarna engine is on the right side I had to fit the hub reversed which is not a big issue as the drum brake is a simplex type.

"The next step was shortening the swingarm. It turned out that I had to extend the wheelbase by roughly 8cm. Once this was finished I fitted the engine to it and started to solve the issue with the kick starter. The engine is tilted around 45° and that brings up the starter shaft of the Husqvarna engine to the height of the upper corner of the side panel. Not ideal for fitting a kickstart lever.

"The solution was to install the kickstart lever at a remote position and use a drive chain to connect the kickstart lever with the shaft at the engine. This made it easy to position the kicker lever where it would sit if a regular engine was installed. A standard spherical bearing on an additional support is now taking the forces as I had to create an extension for the kick start shaft at the engine."

GRINDHOUSE

Throughout Marek's build process you can follow a trail of German logic, solving problems sequentially. The next stage would be to deal with the rear suspension system.



SCOOTER DETAILS

Owner: Marek Nachlik

Job: Aircraft inspector

First interest in scooters: 1988.

First scooter: Vespa P-Range.

Favourite model: Aged, unrestored wideframes.

Favourite style of custom scooter: German style, original look with state of the art parts and high performance engines.

First rally: Scythemen Scooterrun in 1989.

Favourite rally: Pfingst Run Lake Scooters Stockach.

Recommend one scooter part: The Quattrini 177 is a brilliant piece of work and the best barrel I've ever installed on a scooter.

What would you most like to see developed for scooters: Fuel injection for classic scooters.

Name of scooter: Ten-Inch Terror

Scooter model: Vespa P-Range Rally fake.

Date purchased: None, built from scratch.

Inspiration for project: Lambrettas with RD engines.

Time to build: Five years, all done by myself, except the paint job.

Frame mods: See text.

Specialised parts: The seat hinge, front disc brake, front wheel, Motogadget Motoscope Pro, Motogadget m/unit, Motogadget m/disc turn indicators, four-piston caliper S6 R/T, Polini Braking wave disc, BGM F16 damper front, Wilbers shock absorber rear, DIY swingarm and anti-dive caliper retainer, glovebox fuel tank. To be honest, without any exaggeration no part was left untouched!

Engine: Husqvarna WR360 two-stroke (standard spec 55hp/33lb-ft torque), with Klicktronic power shifter, PWK 35mm Carb, Pipedesign one-off exhaust.

Is the scooter reliable: Hopefully! I built it because I was fed up with 230cc Malossi engines and cracking casings!

Paintwork: Tom Plate did the lettering.

Powder coating: Exhaust ceramic coated, Cerakote Pulverbeschichtung Nord.

Overall cost: €15,000 so far.

Hardest part of the project: Staying with it as it was not clear if this build would ever work out.

Advice for anyone starting a project: Do not give up. Never. Never ever. At any cost!

Anything to add to the scoot: An RD 350 engine would be nice...

Favourite dealer: Flying Classics, Hamburg.

Thanks: Helge Wiese from Flying Classics for supplying all Vespa parts

(<http://flyingclassics.de>), Alex Rothe for the brilliant seat cushion and leather cover

(www.weitgehendgar.de), Crazy Monkey

Development for making the marvellous carb heads (find them on Facebook), Benno for the

fantastic drop bar, Matthias Dahl for the perfect pictures, all my friends for bearing my moods during the accomplishment of this project.



"As the rear shell must be detachable I thought that it would not be the best idea to add the suspension forces to it," he said. "So I designed the suspension in a similar way to Buell's Harley-Davidson-powered sports bikes. The shock absorber had to go under the floor panel. This solution comes with the additional benefit of lowering the centre of gravity."

"As I wanted to use standard push type shocks I had to set up a leverage system. I did a simple lever calculation in order to have the same forces and travel at the output of the suspension linkage and started to add a bearer to the swingarm. Then the frame was reinforced with 3mm mild steel starting from the pivot bolt up to end of the floorboard."

"After that I cut out a hole from underneath in the floor board to weld a retainer plate to the frame tunnel. This plate receives the steady bearings for suspension pushrod-to-shock-absorber lever. With the bearings installed I built the lever and finally the determined the position of the shock."

INVASION OF THE BODY SNATCHERS

Getting to this point took three P-Range frames, but Marek wasn't done yet. It's a good job that Piaggio have made literally millions of PXs. Vespa fans can stop crying because the angle grinder's next victim came from India.

"As I started to work on the shell I found that it had to be roughly 10cm longer than its original state. So I

was in need of frame number four. I wanted to use Rally side panels which are a bit longer than all others so I chose a Bajaj frame to cut off the rear end. This would fit perfect to the Rally panels which helped me to hide the 10cm extension of the shell. Bajaj donor frames are easier to find than any other classic frames."

Marek's frame modifications are so subtle that the uninitiated will find it hard to spot the 4cm extension to the front and 6cm to the rear. The shell is now bolted to the frame with eight small bolts that locate into anchor nuts in the frame tunnel.

"With the rear shell having this Rally look it was simply clear that I had to give the same look to the front. So I decided to use a Rally head set, mudguard, and horn cover. The head set has been dropped by 3cm and modified to fit a Motogadget Motoscope Pro instrument."

NIGHT OF THE LIVING DEAD

Naturally, the idea of saving money by using an engine that can cope with the power output is only valid if the engine is in good condition when you start. Marek wasn't that lucky with his second-hand WR360.

"The engine was a complete mess: piston, barrel, con rod, clutch. All those were worn out or damaged. The engine received a complete overhaul and that taught me that Vespa spares are really cheap compared to the prices you have to pay for Husqvarna parts."

BUILDING THE BEAST

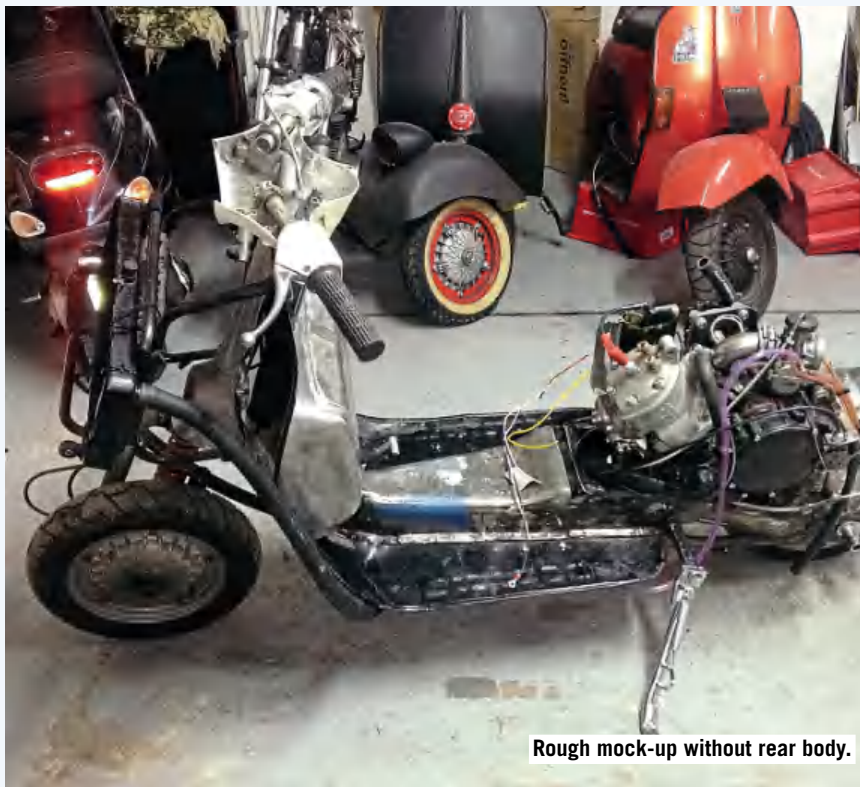
Frame reinforcements to take the swinging arm.



Combined swinging arm and engine cradle.



Rough mock-up without rear body.



Pipe Design exhaust and Kliktronic gear actuator.



Fuel tank fabrication.



Swingarm linkage and radiator position.

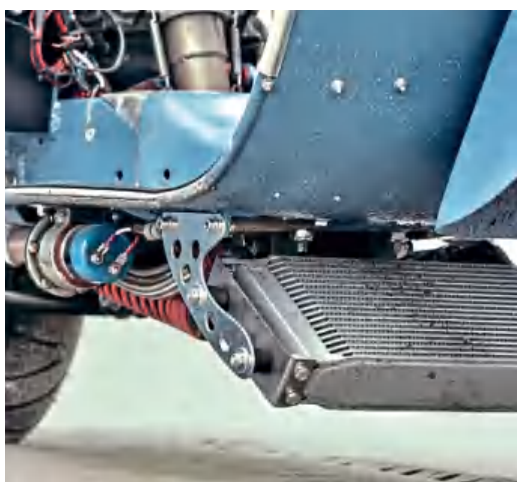


Clever seat hinge design.



Anti-dive front brake linkage.





PAN'S LABYRINTH

The next question was where to put the fuel because the Husky engine took up all the space where a Vespa fuel tank normally sits.

The solution was to convert the legshield glovebox into a petrol tank. This turned out to be a good move as it offered a capacity of 14 litres and also put some welcome additional weight over the front wheel.

Speaking of front wheels, Marek is a sucker for Cosa fork conversions, fancy four-piston calipers and modern shock absorbers, but he also wanted something special. Something money cannot buy.

"I decided to build a modified version of the disc brake and wheel which I designed for the Stray Bullet (*Scootering* July 2013). I wanted the front wheel to have the look of those Centreline wheels used on dragsters and I wanted to have the original look of the old Rally fork."

The problem with the old-style Vespa forks is that they dive under braking like a punctured submarine piloted by Italian footballers. Instead, Marek converted his front hub with an anti-dive linkage before fitting a Stage6 R/T billet front brake caliper and floating front disc brake. That should do the trick.

THE THING

Before he could tackle the final aesthetic jobs, Marek had to get the engine running, which required both a dedicated inlet manifold (given the unusual angle of the engine) and a custom-made expansion chamber.

"For testing I put a P-Range headset and fork onto the scooter, fitted a radiator to an old front

“The first test runs revealed that the gear-shift mechanism was going to be a major obstacle...”

luggage carrier and connected some hoses to it. It fired up first time so I knew the rebuilt engine was good. Next I took the scooter to Pipe Design in Bremen to have a one-off exhaust built.

"In the meantime I worked on the front wheel, the hub and disc brake. After two months the exhaust job was done and scooter was back in my shop. With the exhaust pipe finished I welded the left panel to the shell."

Sadly on projects as complex as this, nothing ever comes without a fight.

"The cut-out required for the exhaust belly of the exhaust gave me some headaches. I had several discussions with my workshop mates how to hide the cut-out. Finally one of my friends involved another guy who is a designer for industrial wares. He took a picture of the shell and Photoshopped his idea. Putting a beading around the cut-out following the one which is the bottom line of the panel and adjusting the line of the pressed ribs on the side panel to match the angle of the cut-out was the solution. Fabricating this was actually a quick job. Now the cut-out has as sort of original look."



The final solution for the cooling system was next; using an oil cooler from eBay with some steel armoured hoses and AN fittings doing the job and keeping the water temperature around 65°C.

THE BRIDE OF FRANKENSTEIN

With the finished bodywork with the fork, front wheel and disc brake installed, Marek could then turn his attention to the business of riding it. Step one would need to be a seat.

"The Shell is longer than the original one and so I could not simply buy a seat that I liked. I had to build my own one.

"I wanted the outline of the seat to follow the line of the shell and of course the hinge should not be visible. I had to design a hinge with a virtual pivoting axis. The seat closure is a modified lock from a Volkswagen Beetle bonnet with cable operation. The pull knob is hidden behind the luggage door in the left panel."

The first test runs revealed that the gear-shift mechanism was going to be a major obstacle; probably beyond a purely mechanical solution. Either the forces were too high for the cables or wrist, or the travel at the grip was too great. Instead, Marek elected to install a Kliktronic power shift unit which changes gears with the push of a button. Typically, installing this unit raised another issue, this time with the electrical system.

"Space is limited so I could not install a battery larger than 5 amps. The Kliktronic solenoid needs around 35 amps so a dead battery may end any ride

quickly. A friend brought me to the idea to alter the generator and its regulator. The original setup is the typical AC/DC layout. AC for the headlights and DC for battery charging, turn indicators, instruments and so on. With this layout the charging current isn't raised if you switch off the head light.

"By converting the layout to a full Direct Current (DC) system I could install a LED headlight which just needs 40% power of the standard H4 55/60W bulb. Now there is a voltage of 13.8v under every condition to make sure that the battery is properly charged."

LITTLE SHOP OF HORRORS

Finally, once Marek had all the mechanical considerations roughly in order, the scooter was painted with two layers of grey primer and then blue as a top coat. His friend Tom Plate handled the suitably ghoulish sign writing on the legshields. After that the top coat was sanded, polished and aged to give the Terror its vintage look.

Naturally, finishing the paintwork does not mean the end of the development process.

"I've taken the scooter for several test drives now and each and every one revealed another problem. For every two problems solved, I get a new one. But the number of issues decreased constantly and now it seems that it is all done..."

All that remains now is to terrorise the natives. Watch out Hamburg, there's a new beast in town.

Words: Sticky

Photography: Matthias Dahl

30 years of the Vespa T5



Launched in 1985 the Vespa T5, with its tacked on square tail rear end, rectangular headlight, pointy horn cast and odd details like the front spoiler, glovebox 'drinks tray', floor mats and plastic engine cover soon overcame aesthetic prejudices on the scooter scene once people realised that it was pretty quick for a 125cc scooter. This was a 70mph (if you believed the clock) machine in standard trim with plenty of tuning potential left to explore...



Iggy's original T5 manual and tax discs for E294 BAL.

A legend is born

The T5 quickly caught on among road going scooter riders; after all here was a scooter with better acceleration than it's 200cc equivalent that you could legally ride on L-plates!

Within a couple of years the T5 would take over as the scooterboy's weapon of choice and rally campsites would be littered with them (in much the same way as the GTS has done in modern times).

As an impressionable youngster I was quickly smitten by this '1986 scooter sensation' as the *Scooter* advert proudly stated. I was even more impressed when I read Norrie Kerr's glowing *Scooter* road test in issue six (March/April 1986), the excited tester proclaiming "I ran out of superlatives". Norrie called it a "Superscooter" and to be fair it was a fair name for the sporty machine.

Addictive

Fast forward slightly, it's 1987; I'm 16 years old and on my way back from Margate, my first national scooter rally. A friend, John Whiteman, asks if I want a ride on his Vespa T5 while we're tucking in to a post-rally Olympic Breakfast in Little Chef, I didn't need asking twice. At this stage I was still riding my first scooter, a Vespa 50 Special, so this bright red Mikeck equipped machine is like a rocket ship in comparison. I'm instantly hooked, the power delivery, engine note and the way it handles are like nothing I'd ever experienced... I almost forgot to nick the free lollipops on the way out! Come hell or high water I had to have a T5.

A few months later I'm off with my parents (as guarantors) to see Norrie and Dave at MSC. HP (hire purchase) is quickly sorted and I wheelie away (not by choice) my own red T5 on my 17th birthday.

That scooter, E294 BAL, wasn't without its problems; flywheel side bearings collapsing, a few engine rebuilds, collapsed rear wheel bearings, knackered forks, but I rode it everywhere. I did every national on it in 1988, fitted a stereo, bought and fitted the Mikeck exhaust off John's T5 (still a fantastic pipe, or maybe rose tinted specs?). The power in comparison to an ordinary 125cc PX was in a different league and a T5 could beat a P2 as well on the road... until you hit a hill anyway.

Despite having passed my bike test within a few months of my birthday there was never any thought of trading up to a P200. Instead I kept that scooter until 1990 when the finance was paid off and I traded it in for another new T5 (G593 RAU), although Norrie would later give me a good old Scottish bollocking for selling the original one back to him with a bodged engine casing



Above left: The old faithful, very quick and reliable MRB 170 at the 'Aiden's Field Arms' Goathland. Above right: G593 RAU just after its respray.



My T5 Classic. Don't you just love the quality of old photographs!



where an over zealous flywheel bearing replacement had taken a circular section of the casing out, complete with oil seal. My dad had boded it back together with Araldite and rubber mounted the stator... Ah well, it never caused me any problems...

The new scooter was in white; a horrid colour. I instantly regretted buying it but it took me to all the rallies and was my daily work machine. It also took me to Saintes in France for my first ever Euro rally. Eventually it became a street racer custom called 'Vivente Leggenda' or 'Living Legend' in homage to the Italian model. It was sprayed in Ducati red by Mirage, complete with MRB 170 kit and graphics, a very quick and reliable machine. That scooter did some serious miles before I sold it on to Dave Oakley at the Kettering rally in 1998, to be replaced with a new T5 Classic in black (R401 RAU), one of the final ones to be built...

I got knocked off my Classic after just a few weeks by a mum running late for school parents' evening but it was repaired and I

kept it until 2002 when I regretfully sold it to a friend and bought one of the last new PX200 Discs in British Racing Green.

Sadly Piaggio had killed the T5 off with a limited edition run of T5 Millenniums in 1999, so if I wanted a new scooter it had to be a PX (which I still own). It's fair to say I've done a few miles in the past on T5s but out of the three I bought from new, I wished I'd kept the Classic, for no other reason than I preferred the styling over the original squaretail (cue letters from disgruntled T5 fans!).

It's not just me either; others at *Scootering* have a soft spot for the T5 too. Previous owner and editor Stuart Lanning had them, Sticky too and his 'Dreadnought' Vespa project is T5 powered. Advertising man Gary still has his T5 in bits waiting for the 'one day', Sargie rides a T5, Jordan has one, while editor Andy has owned a few since the late 80s, his current Mark 1 for almost 20 years now. The Vespa T5 is a true modern classic.

Iggy



YOUR T5s

While at Cleethorpes scooter rally back in June/July we got a group of T5s together for a few photos and had a chat to a couple of owners about their own T5s. Here's what they had to say.



Justin Millhouse, Leeds Classic Nouveau SC

How long have you owned the scooter?
I've had this one for six years.

How much did it cost?
I paid £1000 for it.

Why a T5?
Everybody said they are reliable and fast; it hasn't let me down so far...

What's the spec?
Everything is standard on it and it's done me proud.



Cookie Scott

How long have you owned the T5?
I've only had this one since November, I did a deal on a GP. I had one about eight years ago and regretted letting it go.

Was it in this condition when you bought it?
When I got this one it was a bit rough so I had the frame blasted and repaired then etch primed and sprayed. I left the engine alone as it was okay.

What do you think makes T5s special?
Mk1 T5s are now a modern classic because they tend to rot so there aren't loads left and they're only desired by a few original scooter boys.

Ian White, Bridlington

How long have you owned the scooter?
I've had this one for years.

Furthest you've ridden it?
I rode it two up to Parthenay in France in 1991, never missed a beat. Then August Bank Holiday in 1993 me and Col rode two up to Penzance and went straight past the campsite so we could ride to Land's End on it, fantastic machines.

Who did the paintwork?
Believe it or not I sprayed it at home, in a spare bedroom using two-pack paint. It was nice and warm in there and it seemed like a good idea but the next-door neighbours complained about the smell and it took three weeks for the fumes to disappear, I had to move out until it cleared...



The Cleethorpes line up; 15 T5s with their respective owners.

VESPA T5 – REVISITED



Back in the day when Norrie had no problems getting it up...



A previously unpublished photo from the original photo shoot in 1986.

Like *Scooter* magazine itself, the Vespa PX 125 T5 (yes that is its full title) celebrates its 30th anniversary this year so we thought it was a good time to reacquaint Norrie with one of his original T5s. One of the first in the country, back then it would have cost you £949 and annual road tax was just a tenner.

This particular machine was used back in the day for a 24 hour *Scooter* magazine Land's End to John O'Groats ride (issue 11). It also featured on the cover of Norrie's Tuning Vespas the Norrie Kerr Way manual and was used to test a Squire trailer for *Scooter* as well. Norrie still owned it until a decade or so ago so it was nice for him to get the chance to ride it again. Here's his take on this iconic machine, 30 years later...

Iggy

Thirty years on

Scooter is a great hobby; you make friends for life. I bumped into an old friend

the other day, my old T5, C527 SWV. This T5 was an original test T5 from 30 years ago but isn't the one used in issue six. Vespa UK commissioned that road test and our lovely MSC shop assistant Dawn Rudling took the photos of the scooter.

For this wee test I had Iggy taking the photos, an excellent photographer, but not as pretty as Dawn!

We headed out to where we did the original test, sadly many of the roads have closed or been altered over the years so we couldn't completely recreate it. The weather wasn't kind either; no sooner had we got to the test area, than it started to rain. Never mind.

I owned this machine for many years and sold it some 10 years ago to a dealer friend, Phil Gooding at Grand Prix Scooters. Seeing it again I was pleased to see it hadn't been mucked about with and it still retained its all-original look. After Phil sold it on the T5 eventually found a genuine owner, the T5 is

now in the safe hands of Andy Butler and is in great nick for its age. It's a bit more road worn, but the scoot is still looking good. Incidentally, Andy also owns C823 SWV; the original machine used in the issue six road test, which is in his loft awaiting a rainy day...

On the road

The scooter pulled well and revved freely. It wasn't set up as I'd like it, especially the clutch but the beastie still had some power. The Michelin tyres were great and gripped well in the wet. Realistically, the engine sounded good, and it revved okay. However, at the bottom end the power was lacking a bit, so pulling a wheelie was low on my list of priorities.

To compensate I found two images of the original photo shoot never used before, one with the T5 posing nicely by the reservoir, and the other pawing the air with its front wheel, nice! Finding an all-original scooter



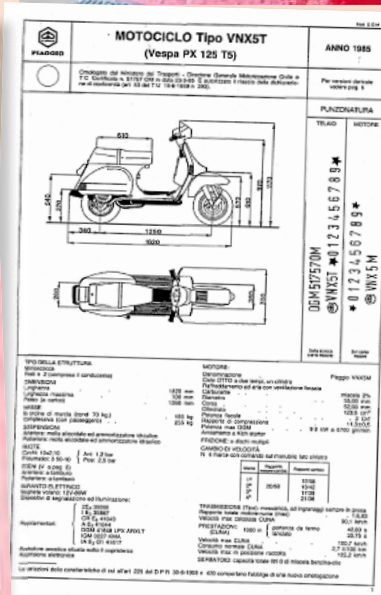


in such good nick is a credit to the previous owners (including yours truly), thus ensuring that an icon like the Vespa T5 can be seen in its original state.

The T5 was and is still, one of the Vespa legends, along with the GS, 90SS and SS180. The engine design was a winner. With great ports, a refined exhaust, and excellent handling, the T5 pushed all the right buttons as a classic.

Ironically, in due course the T5 engine re-appeared as the PX Classic T5, not as pretty as the original T5, but it still had a great engine on board. I enjoyed my time (again) with C832 SWV, riding any scooter is fun, but there's fun and then again, there's the T5. See you again I hope.

Norrie Kerr



Above left: Norrie Kerr outside MSC. **Above middle:** Astonishingly the digital rev counter still works on this one. **Above right:** As you can see this one is well used, although Norrie wasn't happy to see that the air box lid was missing. He didn't like the clutch biting point either. . .

ANDY BUTLER'S T5S

How did you end up owning these two iconic T5s?

This one, C823, spent a chunk of its life in Malossi Towers (VE UK) in Long Eaton with Norrie before Grand Prix in Leicester bought it and sold it on to a lad who had financial difficulties. The scooter ended up at John Pye auctions, where I purchased it. I've been using it quite often since but changed the top end back to standard recently.

The one from the original issue six road test appeared for sale on a customer notice board in Morrisons. A lad came round with the advert so I went round and after agreeing to buy it the owner pulled the issue six flyer out with the reg on and I realised what I'd bought. It was in a bit of a state though so I had it resprayed with a view to a full restoration but it came back in Rosso Red instead of the 1985 standard red, I just put it up in the loft because I couldn't face having it blasted and resprayed.

Andy Butler, current owner of two iconic T5s.



Tel: 01422 202444



**£99 UK
Delivery**

Price Drop



Save £200	200cc 4T	Now £2,299*
Save £100	125cc 4T Auto	Now £2,199*
Save £100	125cc 4T Manual	Now £2,099*

ORDER NOW AT WWW.LOVELML.CO.UK

* Price excludes; Government registration fee £55, 12 months road fund licence, registration plates

2 Halifax Road, Hipperholme, Halifax, WestYorkshire, HX3 8ER

Tel: 01422 202 444

lexham
insurance

See what people have been
saying about Lexham...



"Seamless insurance provision for my
Classic Scoot. Great to deal with.
All aspects covered."



"A very competitively priced broker
with a highly professional service.
Excellent communications with
polite and helpful staff 5*****."



"Excellent Service! Polite on the
telephone. Paperwork received
very quickly. Thank you."



Follow us on Twitter or Like
us on Facebook for latest
news and competitions



@LexhamInsurance

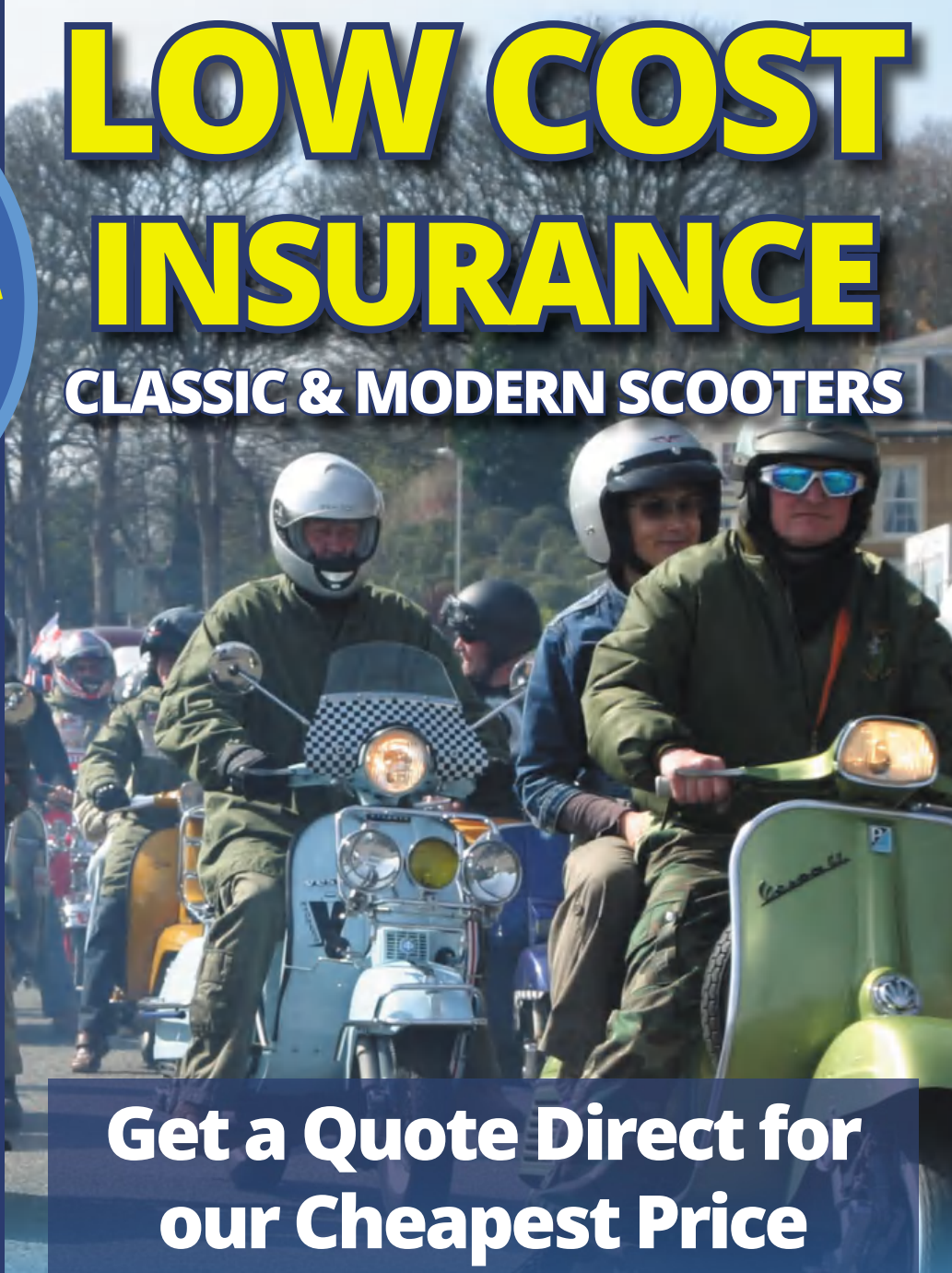


/LexhamInsurance

Authorised & regulated by the
Financial Conduct Authority

LOW COST INSURANCE

CLASSIC & MODERN SCOOTERS



Get a Quote Direct for our Cheapest Price

As classic scooter insurance specialists, we
can offer you a bespoke policy to suit your
requirements. We understand classics come in
many different conditions incl. **original, restored,**
modified, chopped or **customised** and our
broking team will make sure that you have the
right choice of cover for your scooter.

Multi-Scooter ● Instant Quote & Cover ● **Agreed Value**
Low Excess ● **Breakdown Cover** ● UK Call Centre
SORN policies also available

0845 600 1692

(mobiles call 01379 646526)

www.lexhaminsurance.co.uk



*Now you go through Saint Looney, Joplin, Missouri,
And Oklahoma City is mighty pretty.
You see Amarillo, Gallup, New Mexico, Flagstaff, Arizona.
Don't forget Winona, Kingman, Barstow, San Bernardino.
Won't you get hip to this timely tip: When you make
that California trip
Get your kicks, on Route 66.*



30th May 2012 - 14 June 2012



ROUTE 66



US Route 66 was one of the original main routes within the US Highway System. Established in 1926 it ran from Chicago on the coast of the Great Lakes through various states and cities to Santa Monica on the West Coast, and covered a total of 2448 miles.

It served as a major path for those who migrated west, especially during the 1930s, and supported the economies of the communities through which the road passed. People doing business along the route became prosperous due to the growing popularity of the highway, and those same people later fought to keep the highway alive in the face of the growing threat of being bypassed by the new Interstate Highway System. Route 66 underwent many improvements and realignments over its lifetime, but it was officially removed from the United States Highway System on June 27, 1985.

The owner of this stunning Lambretta, Paul Moore, first had scooters in the 1970s. Now although he took a few years off, he got back into the scene in 2005. During his away time he obviously centred his attention on his family, but he also liked to travel. It is from these travels that he got the inspiration for this machine. He has not only travelled the complete Route 66 once but in fact twice, to give you some idea of that it's like travelling from Land's End to John O'Groats almost six times! So when he purchased this GP200 in 2007, his intention was always to immortalise the iconic journey on the panel work.

This job was entrusted to Dave Dickinson at DDK; starting with a sky blue base a sepia style backdrop is given with the breathtaking canyon scenery and road systems. Not only has Dave included relevant things like neon signs, motels, route markers and







SCOOTER DETAILS

Owner: Paul Moore

Age: 58

First interest in scooters: Around 1975 and again in 2005.

First scooter: Lambretta GP.

Favourite model: SX.

Favourite style of custom scooter: Any with a story behind it.

First rally: Scarborough on a scooter.

Name of scooter: Route 66

Model: SIL GP200

Date purchased: 2007

Inspiration for project: Doing the route.

Engine: Standard 200, big carb, Sterling pipe.

Paintwork: Dave Dickinson/DDK.

Anything to add to the scoot: Always will be!

Thanks: Dave, Pat and Corky



50s cars, but also I really like the addition of 'Mater', the comic strip character tow truck from the 2006 computer animated comedy Cars. In fact the paint, in one word, is stunning!

Much of the other customisation is off the shelf – chrome and stainless parts are abundant and really add to the look. I also really like the choice of seat and spare wheel cover, both have been upholstered with matching detail and an 'aged' look by the very talented Corky. Engine-wise Paul has opted for a fairly standard 200cc set-up apart from a Sterling exhaust and upgraded carburettor. I don't think there is much more to say about this custom Lambretta and let the picture tell the story, please take your time, study the machine and savour some of the delights of Route 66!

Words: Dave O.

Photography: Richie Lunt

performance & style



New Update!

Download or order our latest catalogues in english:

- > bit.ly/classicvespa
- > bit.ly/lambretta13
- > bit.ly/cataloguemodern
- > bit.ly/modernvespa15en

SIP TV Video Corsica Tour 2015:

- > <http://bit.ly/corsica-en>



www.sip-scootershop.com

You Tube
youtube.com/scootershop

facebook
facebook.com/scootershop

Instagram
instagram.com/sipcootershop



LINCOLN NATIONAL SCOOTER RALLY

There's been a danger of late that scooter rallies are becoming homogenised these days, one begins to blur into another, so events like Lincoln shine out for the right reason – a programme that's different from the norm.

Organised by the Lambretta Club of Great Britain with assistance from VFM as part of the official BSRA calendar, the last Lincoln rally was three years ago I think, so aside from it being 20 miles from *Scooter*'s head office there was no social déjà vu associated with the ride.

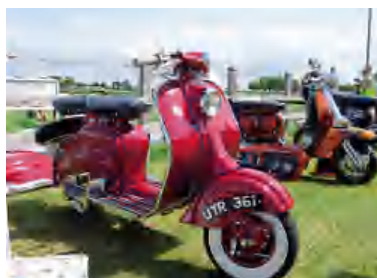
The venue lends itself well to a rally too, with adequate room to offer plenty of camping without falling over each other's tents, enough social space for more than the common basics, and four-wheelers banished to an area sufficiently far out of the way so as not to spoil the scooter landscape.

If there was one criticism of the venue from most, it was the high bar prices and food that was more costly than most would have preferred, although I reckoned the freshly made pizzas weren't a bad deal and Gary here is sure they were bigger than last time too.

So Friday night's warmup was aided with a few tinnies from the off-licence, while mooching round, greeting old faces and new. Inside the venue were two rooms of entertainment, a smaller soul room that looked busy enough every time I ventured in, and the main which featured bands on either night.

As always happens, Saturday appeared without warning and before we knew it dancing had evolved into sleep and then awake, all in a relatively short amount of time. The earlier birds however were the LCGB volunteers who were busy setting up the custom show while members of the Flying 8 Balls SC organised the gymkhana and a Beer & Banana Race.

All this took place behind the main building which offered great views of both from the bar terrace and as the sun came out I can't think of a better sight than standing with a pint in hand, looking down on a line of some very tide custom and restored classic



SCOOTER SCRAMBLING

An area of the showground was cordoned off for a scooter scramble 'display' and thanks to Christine Jackson of the Rakes Lambretta Club and Barry of the Bats SC, there were four rare Stingray Lambrettas on display at Lincoln.

Again, *Scootering* were invited to ride one of the Stingrays and unlike the reunion in Surrey last year (see Nov 2014's *Scootering*), despite one having a kickstart and carb issue at the 11th hour, thanks to Barry's SSDT replica Series 1, we had four scooters

racing around the grass, through the woods and over the jumps. Of course it didn't all go to plan, and you'll find a video on our website at www.scootering.com in which both myself and Doug Miller take a tumble, but for those of us taking part and those spectating, it was another great way to spend a few hours at a scooter rally. Let's hope a few more off-road events can find their way back on to the scooter calendar in the near future.

Andy



scooters (57 entered in all, and I didn't envy the task judges John and Norman Ronald had trying to decide who won what), with a load of competitive types jumping scooters over seesaws and around bales of hay in the arena.

A note on the gymkhana by the way, the Flying 8 Balls had provided both a Lambretta and Vespa for people to use, free of charge, and if you've never had a go before and the opportunity arises again, then why not give it a bash? After all, what better than to race someone else's scooter around a field at scooter rally, especially with a trophy up for grabs for the fastest riders? It makes for a great spectator sport too, as should the Beer & Banana Race but that sadly lacked volunteers, despite the promise of a £25 cash prize. Despite best intentions, I personally reckon B&B races these days never seem to match the anarchy of those from the early ones at the Speed Demons HiH rallies of the early 1990s with plenty of spills, thrills and not a thought about health and safety whatsoever.



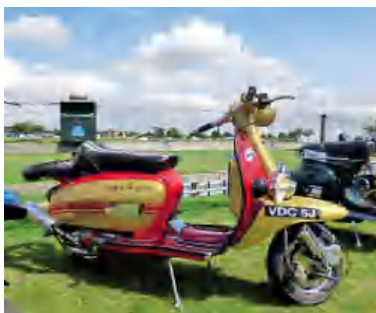
Another chance to play with your scooter at Lincoln was in the form of sprinting, a short walk across the site to a strip of Tarmac where after a quick scrutineering of your steed you were invited to rag it up a small course from a standing start, racing against the clock and your mates. That's another surprisingly addictive sport for those who've never tried, even if you haven't got a fire-breathing race prepped scooter too.

Add to all this a shed full of dealers happy to take your money, a dyno, the chance to win a Lambretta in the LCGB raffle on Saturday night, as well as a bus service to and from Lincoln town for those who wanted to get off site for a bit, and all in all this was one cracking rally.

The LCGB reckon numbers were down slightly on the last event they held there, but personally I thought it was busy enough to create a good atmosphere but not so packed you couldn't move around or get served at the bar. I for one can't wait for those behind this event to get together to put another slant on a BSRA national rally; a change is definitely preferred to a break. Congratulations to all those involved and thank you for your hard work.

Words: Andy

Photos: Andy, Ann and Monkey Boy



RESULTS

Best of Show: IOM TT TV175 Series 2 – Nick Prince

Punters' Choice: IOM TT TV175 Series 2 – Nick Prince

1st Time Entrant: IOM TT TV175 Series 2 – Nick Prince

Best Club Display: Ilkeston Britannia SC

Best Ridden Scooter: 1958 Framebreather – Martin Cobb

Best Original Looking Scooter: Model C – Frank Osgerby

Best Auto Engined Scooter: It's All About Me – Vicki Swinge

Best Engineered: Insane Kroozer – Big Kev

Best Accessories: Lights and Mirrors Lambretta – Tom Kelly

Best Vintage Lambretta (pre 1965): LD150 Ruby – Colin Thom

Best Vintage Vespa (pre 1972): GS160 – Mick Braithwaite

Best Custom Lambretta: Start Me Up – Mark Swinge

Best Custom Vespa: Hellboy – Alan Legge

Best Restored Lambretta: Old Mustard GP200 – Vince Sharpe

Best Restored Vespa: GS160 – Mick Braithwaite

Best Vintage non-Vespa/Lambretta: Stingray 57 – Christine Jackson

Best Chop: Piss In My Eye Boogie – Jai Bunting

Best Smallframe Vespa/Lambretta: Vega – Pete Sheppard

Best Lambretta Street Racer: Chicken Chaser – Julian Jones

Best Vespa Street Racer: Vespedda 66 – Giacomo Salici

Best Mural: IOM TT TV175 Series 2 – Nick Prince

Best Paintwork: 'Block'

Best Engraving/Plating: Can't Get Over These Memories – Andy Impey

Best Vinyl/Graphics: WRC TSI 230 – Steve Clark

Best Vespa Gymkhana Rider: Jim Rose

Best Lambretta Gymkhana Rider: Doug Miller

Beer and Banana: Rick Westfield

Sprinter: Brenden Ingamells



TATTOO life PRESENTS

FEATURING OVER 400 OF THE WORLDS FINEST TATTOO ARTISTS

The 11th International

LONDON Tattoo CONVENTION

25-26-27th Sept 2015

VOODOO STAGE PERFORMANCES:

ALABAMA3

HENRYS FUNERAL SHOE • CAROUSEL VERTIGO
BIG JOE BONE • VINCE RAY & THE BONE SHAKERS

MAIN STAGE PERFORMANCES:

THE FUEL GIRLS

CERVENA FOX • ELEGY ELLEM

SPECIAL GUESTS:

SABINA KELLEY • JESSICA WILDE • REBECCA CROW
SHELLY D'INFERNO • ANNA QUINN • MZ BONES
ELLIS COOPER • SALLIE AXL & THE INKDOLLS

MAJOR ATTRACTIONS:

DON ED HARDY EXHIBITION

HARIS NUKEM EXHIBITION • TATTOO COMPETITIONS

HUGE ALTERNATIVE SHOPPING EXPERIENCE

HARD ROCK CAFE LONDON

BREWDOG BAR • SAILOR JERRY BAR

MASSIVE FOOD COURT AREA

Much more to be announced!



www.thelondontattooconvention.com

BOOK YOUR ADVANCE TICKETS NOW!

www.kingpintickets.com

ADVANCE TICKET PRICES: Fri: £20, Sat: £30, Sun: £25, 3 Day Pass: £60

TICKET PRICES ON THE DAY: Fri: £25, Sat: £35, Sun: £30, 3 Day Pass: £70

TOBACCO DOCK, 50 PORTERS WALK, WAPPING LONDON, E1W 2SF

Photography: Haris Nukem | Models: The Fuel Girls | Design: Creative Beast

CLUB DO'S & EVENTS

SHOWS, PARTIES, RALLIES & RUNS.

If your scooter club is holding a do or event just drop us a line for some FREE advertising. Unfortunately we can ONLY accept details by post or via the website due to workloads. Please keep wording to a minimum and be warned that listings may be edited due to space restrictions.

AUGUST

26 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW for more details telephone 01784 424610 or e-mail ashtree@fulles.co.uk

28-31 Isle of Wight BSRA National rally 7

28-29 Hipshaker returns to IoW, Ventnor Winter Gardens, full line-up of resident and guest DJs across two rooms on Friday and Saturday nights. Free Saturday day time event featuring live bands.

28-29 The Happening 3 Button Heroes, Almost Grown and KTF combine to bring a quality night back to the Ryde Castle Hotel. Info to follow

28-31 Venlo rally, Holland

28-30 Great Northern Mod & Ska Festival, Bedale, N. Yorks

28-30 Brighton Mod Weekender. DJ's, Guest Clubs, Live Bands, Scooter Comp & Cruise + Market www.newuntouchables.com

28 Shoreditch Got Soul, Blues Kitchen, 134 Curtain Rd, London EC2A 3AR 9pm-3am (free before 9.30pm/£5 after) Live Soul Revues. DJ's Dr Robert + Guest www.newuntouchables.com

28 Double Barrel Soul and Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

29 Double Barrel Soul and Ska night, Jolly Collier, Bedminster, Bristol. Info 07765 676247 or 01934 644448

29 The Hubble Bubble mod night, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

30 Too Darn Soulful, Brighton. Mini Alldayer, 3pm - Midnight. New Madeira Hotel. £7adv/£10. www.soulsurvivorsfamily.co.uk

30 Brighton Got Soul Allnighter, The Komedia, Gardner St, Brighton, 11pm-6am/£12 DJ's Ginger Taylor, Sean Chapman, Chris Dale & Si Soul www.newuntouchables.com

30 Double Barrel Soul night, The Trooper, Bristol. Info 07765 676247 or 01934 644448

31 Brighton Moonstomp Alldayer free ska and scooter do on Brighton seafront, The Volks, Madeira Drive, Brighton. 1pm 'til 10pm.

SEPTEMBER

3 The Quik Beats, Live at the Jam House, St Pauls Square, Birmingham. Playing 60's Mod classics See www.thequikbeats.com for details

4 Double Barrel Soul and Ska night, The Horseshoe, Kingswood, Bristol. Info 07765 676247 or 01934 644448

4-6 Mersea Island BSRA National rally 8

4-6 WoT rally, (see main advert)

5 Zoo Zoo 2, Blues Kitchen (Shoreditch), 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9.30pm/£5 after) Live bands TBA DJ's Dr Robert + Guest. www.newuntouchables.com

5 Thee Odels and The Strawberry Mynde (+ DJ) live at The Studio, Tower Street, Hartlepool, TS24 7HQ. 7pm till late. Admission £5

5 Double Barrel Soul and Ska night, The Hawaiian Bar, City Centre, Bristol. Info 07765 676247 or 01934 644448

5 Banbury Soul Club, Banbury Trades & Labour Club, Banbury, Oxon OX16 9RR. Guest DJ - Mick H. Plus Club Residents - Charlie Mc, Steve Milsom and Tom H. Cheap Bar, Wooden dance floor, Free car park. 8pm-1 am. £5 otd. Info Steve 07943 793417

10 NUTsMAG! The Blues Kitchen, 111-113 Camden High St, London NW1 7JN 8pm-1am Free, 3 live bands check website + DJ Dr Robert + Guest. www.newuntouchables.com

11 Double Barrel Soul and Ska night, The George & Dragon, Winterbourne, Bristol. Info 07765 676247 or 01934 644448

11-13 A2 Aces SC rally, Green Island BT38 Northern Ireland

11-13 Gathering Of The Clans, Portrush, N Ireland

11-13 Rhyl annual scooter weekender. Robin Hood Park 01745 342264 for accommodation. 07833 108735 for general info

12 Mousetrap R&B Allnighter Orleans 259 Seven Sisters Rd, Finsbury Park, London N4 2DD (10pm-6am) Quality 60's Club Soul, Ska, Motown, R&B, Blues and Boogaloo with resident DJ's Chris Dale, Rob Bailey & guests. www.newuntouchables.com

12 Double Barrel Soul and Ska night, The George, Totterdown, Bristol. Info 07765 676247 or 01934 644448

12 Roadrunner Rhythm & Soul club, spinning Northern and 60s Soul, Rnb and Ska. Long Room, Half Moon, North Street, Bishops Cleeve, Herts CM23 2LD. 8-12pm £5 otd

12 Hip Cat Express - 'Mod N Soul In The Bowl' - Rushden Bowls Club 7.30-12. £5 otd. The best in Mod N Soul on vinyl featuring special guest DJ Steve Brown and Ollie.

13 Newark-on-Trent SC all day event, North Muskham Community Centre, Nelson Lane, Newark NG23 6ET, Newark. Noon - midnight but gates open at 9am. VCB signing on event. £8 with camping, £5 VCB members and £5 day pass. £12 caravan/motorhomes - must pre-book though. Brett 07792 948045

13 Mods and Rockers ride out to Hunstanton. Meet at McDonalds, Wisbech 10.00 am, leave 10.30 am onto Tesco, Kings Lynn for 11.00 am - leave 11.30 am - onto the green at Sunny Hunny. This year we have Ska band - Suited n Booted and DJ Pete Maisey. Prizes on the green for the best of's. All in aid of Motor Neurones Disease.

13 The Brighton Moonstomp presents the Scooters 'n' Ska Alldayer! At The Volks, Madeira Drive, (Ace Cafe Reunion day). Sun, sea, scooters 'n' ska & free. Hosted by the Moonstomp '69 Soundsystem with the heavy, heavy, monster sound. Best ska scoot gets a prize!

18-21 YSA Dolphin & Docs rally.

18 Double Barrel Soul and Ska night, Portcullis, Fishponds, Bristol. Info 07765 676247 or 01934 644448

19 Soul on the Square Motown, 6T's & Northern Soul, Guest DJ Rob Messer + Jim Watson, Chris Redman, Siy Aylott & Stebbos, 8-2am, £6 otd. The Venue, Malet St, London. WC1E 7HY.

19 Johnny Cash SC, presents the "Ride the Line Rally" at the Banham Barrel, Norfolk, more details soon.

19 Northern Soul at The Royal Wells Hotel, Tunbridge, 7.30pm-midnight £5 otd

19 Phoenix Got Soul, The Phoenix, 37 Cavendish Square, London W1G 0PP. DJ's Yann Vastie, Rob Bailey & special guests play Northern & Rare Soul on original 45's from 9pm-3am/ Adm £6 before 10pm/£8 after. www.newuntouchables.com

19 Mousetrap Allnighter 'Fuzz for Freaks' Orleans 259 Seven Sisters Rd, Finsbury Park, London N4 2DD (10pm-6am) Primest Garage/Freakbeat and Psych on the planet! DJ Dr Robert & guests

19 Double Barrel Soul night, The Trooper, St. George, Bristol. Info 07765 676247 or 01934 644448

19 Kitchener Road 4th Anniversary Alldayer and Vintage Fair. Spanky Van Dykes, Nottingham NG1 5JT. Vintage fair and DJs 1-6 (free entry), evening event 8pm-1.30am (£3 otd). For more info Twitter @nottsmods or Facebook: Young Mods *A Way of Life.

19 The English Beat featuring Dave Wakeling, support from Wobbly Bob and aftershow by the Inflammable Materials team. Cafe Independent, Scunthorpe

20 Great Potteries Pet Food Cavalcade, meet 11.30 at Port Vale FC ground for noon departure. £3 entry plus pet food donation. www.petfoodcavalcade.com or FB

23 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

25-27 Woolacombe BSRA National rally 9

25-27 Ribble Valley Mod Weekend Clitheroe. See FB page.

25-27 Valencia SC (Spain) 10th Anniversary with The Lambrettas. More info www.valenciasec.com

25 Zoo Zoo, The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 9pm-3am (free before 10pm/£5 after). Big Boss Man & support TBA. DJ's Dr Robert www.newuntouchables.com

26 Timebox (Back to the Future) 8pm-2am / free, The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ. DJ Dr Robert + guests spin sublime sych/soul/funk/rock/garage & rnb blasts down the groovy cellar club! www.newuntouchables.com

26 The Hubble Bubble mod night, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

30 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford, Middlesex. TW15 2HW More info 01784 424610 or e-mail ashtree@fulles.co.uk

OCTOBER

2-4 Vespa Club of Britain Members Rally, Skegness. See main VCB advert for membership details.

3 Double Barrel Soul and Ska night, The Hawaiian Bar, City Centre, Bristol. Info 07765 676247 or 01934 644448

3 Bluebell Wood Childrens Hospice Charity event featuring The Extra Specials at the Phoenix Sports & Social Club S60 5PA. Tickets £10 each available from Dean 07738 020636 or Colette 07595 774723. South Yorkshire.

4 Wicksteed Parts Fair - Kettering, Northants NN15 6NJ. Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

9 Double Barrel Soul and Ska night, The Robins, Ashton, Bristol. Info 07765 676247 or 01934 644448

9-10 Scootermaniacs SC annual do, The Hobby Horse, Minehead, Somerset.

10 Crossfire Allnighter London. 9pm-6am, 229 The Venue, Gt Portland St. £12. 3 rooms of musical perfection. www.newuntouchables.com

WICKSTEED PARTS FAIR

SUNDAY OCT 4th

KETTERING, NORTHANTS NN15 6NJ

STALLS FROM £30

THE BIGGEST SCOOTER PARTS FAIR IN THE UK

STALL BOOKINGS & INFO KEV WALSH Tel 0151 289 8201 Mobile 07966 265588 Email lcgb2@blueyonder.co.uk

BARNSELY PARTS FAIR

SUNDAY OCT 18th

HAVERCROFT & RYHILL SPORTS CENTRE WF4 2BD

JUMBLERS £25 DEALERS £35

EVERYTHING SCOOTER RELATED BARGAINS GALORE OR JUST A SOCIAL OCCASION

ADULTS £4 CHILDREN FREE

LCGB/VCB/VMSA/YSVA/EMSA members with card £1 discount

£7 FAMILY parent(s) kid(s)

DOORS OPEN 10am

STALL BOOKINGS & INFO KEV WALSH Tel 0151 289 8201 Mobile 07966 265588 Email lcgb2@blueyonder.co.uk

THE COVENTRY MUSIC MUSEUM

Trip Advisor Certificate of Excellence Winner

Open Thurs-Sun 10.00am to 4.00pm (last entry 3.30pm)

£3.00 adults, £2.00 concession, £1.00 children

At the famous 2-Tone Village Coventry, CV2 4ED

See our website for directions www.covmm.co.uk

Phone 07971171441

2-Tone, Freakbeat, The Enemy, King and so much more

 Ride Outs Welcome



CLUB DO'S & EVENTS

10 East London Scooterist Nite DJs playing scooterists sounds plus playing live Undercover, cheap bar, £5 otd 8pm till 2am Hornchurch Social Club, 168 Station Lane RM12 6LS info Facebook or 07903 278575

16 Double Barrel Soul and Ska night, The Greyhound, Fishponds, Bristol. Info 07765 676247 or 01934 644448

17 Double Barrel Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

18 Barnsley Parts Fair - Havercroft & Ryhill Sports centre, WF4 2BD. Details - Kev Walsh 07966 265588 Email lcbg2@blueyonder.co.uk

23 Double Barrel Soul and Ska night, The Horseshoe, Siston, Bristol. Info 07765 676247 or 01934 644448

24 Hindley Stateside SC Halloween scooterist style, St. Williams Club, Higher Ince, Wigan. Entertainment by Sorted & DJ Duddy with live band, The Detail. Food included, large dance floor, cheap bar, late finish. £5. Contact Bally 07450 906497

24 Hip Cat Express play The Doughboys End of Season Do. Wellingborough. 7.30-12. All the best in Mod N soul on vinyl. Contact Doughboys SC for tickets.

24 Double Barrel Soul and Ska night, The Wackum, Whitehall, Bristol. Info 07765 676247 or 01934 644448

28 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

30-31 Bridlington BSRA National rally 10

30 Double Barrel Soul and Ska night, Duke of York, Horfield, Bristol. Info 07765 676247 or 01934 644448

30 Shoreditch Got Soul, Blues Kitchen (East) 134 Curtain Rd, London EC2A 3AR 9pm-3am (free before 9.30pm/£5 after) Live Soul Revues + DJ's Dr Robert + Special Guest. www.newuntouchables.com

30th Inflammable Materials present The Hostiles with support from The Suburban Toys at Cafe INDIequent, Scunthorpe

31 The Hubble Bubble mod night, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

31 Double Barrel Soul and Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

NOVEMBER

6-9 Southern Shakedown, Hastings www.southcoast-scooter-shakedown.com

7 Zoo Zoo 2, Blues Kitchen (Shoreditch) 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9.30pm/£5 after) Live bands TBA. DJ's Dr Robert + Guest. www.newuntouchables.com

7 Friday Street presents Portobello Road, Kings Manor Hotel, Edinburgh. Midday-5pm £2 with vintage clothing and vinyl stalls. Evening £8.50 from 7.30pm. www.tickets-scotland.com

13-16 VFM Great Eastern at Mablethorpe. See main ad.

12 NUTSMAG! The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 8pm-1am Free 3 live bands check website + DJ Dr Robert + Guest www.newuntouchables.com

20-23 Warmwell rally, Dorset

21 New Untouchables 18th Anniversary Party The Phoenix, 37 Cavendish Square, London W1G 0PP. NUTS DJ's and special guests from 9pm-4am/Adm £8 www.newuntouchables.com

21 Friday Street presents Small Fakers and Who's Who playing at Glasgow Queen Margaret Union, G12 8QN. 8pm onwards. www.tickets-scotland.com

22 Walsall Parts Fair - Oak Park Leisure Centre, Walsall WS9 9PQ. Details - Kev Walsh 07966 265588 Email lcbg2@blueyonder.co.uk

25 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

27 Zoo Zoo, The Blues Kitchen 111-113 Camden High St, London NW1 7JN, 9pm-3am (free before 10pm/£4 after) Big Boss Man + Band TBA & DJ Dr Robert www.newuntouchables.com

28 Timebox (back to the future) 8pm-2am / free The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ DJ Dr Robert + guests spin sublime soul/funk/rock/garage & rnb blasts down the groovy cellar club

28 The Hubble Bubble mod night, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

DECEMBER

5 Mousetrap "Fuzz For Freaks" allnighter playing Garage/Funkbeat at Orleans, 259 Seven Sisters Rd, London N4 2DD. £8 b4 midnight, £10 after.

12 Mousetrap R&B Allnighter, Orleans, 259 Seven Sisters Rd, London N4 2DD. Playing Club Soul, Ska, R&B, Motown and Boogaloo. www.newuntouchables.com

12th Inflammable Materials present the legendary Feckin Ejits playing at Cafe INDIequent with support from Rum Direction Add my number - 0778 222 3559

30 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

31 Nutty New Years Eve 9pm-6am, The Venue, 229 Great Portland St, London W1W 5PN www.newuntouchables.com

JANUARY 2016

31 Bradford Parts Fair, Richard Dunn Sports Centre, Rooley Avenue, Bradford BD6 1EZ. Details - Kev Walsh 07966 265588 Email lcbg2@blueyonder.co.uk

FEBRUARY

7 Worcester Parts Fair, Perdiswell Leisure Centre, Bilford Rd. Worcs. WR3 8DX. Details - Kev Walsh 07966 265588 Email lcbg2@blueyonder.co.uk

17-19 Breasticle Run. 1000 mile scooter ride, all for charity. Departs from Rainham Social Club. See FB for updates

28 Wicksteed Parts Fair, Kettering, Northants NN15 6NJ (please note Wicksteed one week early due to Mothers Day) Details - Kev Walsh 07966 265588 Email lcbg2@blueyonder.co.uk

MARCH

4-7 Modrapheniacs SC 40th anniversary rally, Sandford, Dorset

APRIL

15-17 SWSC Teighnmouth rally
22-24 Bangers & Mash rally, Notts.

JUNE

2-5 Vespa World Days, St. Tropez, France
3-5 Suffolk Smugglers SC 4th Run To The Rum Rally. LTAA, Leiston, Suffolk IP16 4DQ

10-12 Torbay Mods SC host Riviera Rally (see main advert)

24-26 Euro Lambretta, Geiselwind, Germany
24-26 Margate Mutiny IV, hosted by South Coast Pirates SC. Two Chimneys Holiday Park off the A28. CT7 OHD

JULY

15-17 VCB British Vespa Days, Bristol

AUGUST

5-7 Big 7 rally, Kent

Gatecrashers & Skegby Scooter Clubs Proudly Present:

WOT SCOOTER RALLY 2015

Friday 4th & Saturday 5th September

@ The Ukrainian Youth Camp, Weston-on-Trent, Derbyshire, DE72 2BU

2 Halls of entertainment with 4 live bands and top DJ's
Tony1Shirt, Mr Bean & Nev Shooter in The Northern Room





Superb Countryside Venue with excellent Shower & Toilet facilities!
'Parking charged for Vehicles other than Scooters'

Dealers Market, Ridden Custom Show, Inflatables, Late Bar & Quality Catering

Andy 01159490115
Jim 07974249329
Lee 07985335688
Shaun 07792715160

Tickets & Info visit www.wotscoterrally.co.uk

Advance Tickets £15.00
Gate £20.00
Day Passes Available




Wot
Scooter Rally





BRITISH VESPA DAYS KENDAL

Having never done a Vespa Club of Britain event before I was quite looking forward to this members' rally in Kendal, a beautiful area sadly underused by scooter-rally organisers. In fact, despite 30 years of scootering, I had never joined either the VCB or LCGB until this year.

A four-hour ride up the motorway in mostly stationary traffic meant I filtered for the majority of it, but arrived in the Lake District by teatime and soon got camped up at Kendal Rugby Club, home of the rally for the weekend. Feeling like the new boy, I was pleased to see a few familiar faces in the clubhouse bar and spent a nice evening chilling out with friends before retiring to our cosy canvas house.

Trying to embrace the event, the other half and I decided to take part in the ride out the following morning (rather than simply going to the pub). The site was already filling up nicely and by midday as we set off well over 100 scooters were ready to leave the site. My expectations were that a Vespa Club event would be a bit snobby with threads being counted on classic Vespa bolts, aficionados berating the newer machines and GTs being burned at the sacrificial altar. Surprisingly, this was just a fallacy and Vespa GTs actually made up around 75% of the scooters in attendance.

It also gave their owners a chance to do a line-up to celebrate 10 years of this modern rally-going scooter. The ride out left at noon and took in some great scenery, including Lake Windermere, before ending up at the Lakeland Motor Museum, although we didn't venture inside. Instead we hopped onto the back of 'Toots Tours' trip up to the Hardknott Pass (the joint steepest road in

Britain) with a few other like-minded souls. It's a pass worth riding if you like steep climbs, bumpy roads, potholes and gravel-strewn bends. Luckily, I like a bit of off-road action though and I enjoyed the ride.

A quick blast back to the campsite in the afternoon for a hot shower in the referee's changing room (thankfully he was busy) and we were ready for a few beers in town. The town had a good selection of decent pubs all within stumbling distance of the campsite and we tried a fair few of them before heading back to the do to fraternise with some of the 300 VCB folk in attendance. Worryingly, they were all very friendly and many of the faces were familiar from the national rally scene. The do itself was just like any other evening event on a rally, with good music and folks simply enjoying themselves... very bizarre. Maybe these club rallies aren't as alien as I imagined...

Torrential rain, thunder and lightning engulfed the site overnight but by Sunday morning it had stopped and we managed to pack up and head off home in dry but blustery conditions. A great weekend doing something slightly different in a relaxed atmosphere. If you've never tried a club rally maybe you should get involved next season, there are rumours of a slightly larger event in Kendal...

Words: Iggy

Action shots: Linsey



BSRA LLANDUDNO RALLY

Let's start from the end and work backwards for this one. It's the end of July but on Sunday morning as we left town it felt like the middle of November. Cold winds, thrashing rain, slippery roads, soaked through to the skin, getting lost, shivering, wishing I'd worn different kit... But all that badness was in the future and the fun before it was easily worth it.

The north Welsh town of Llandudno is pretty and has plenty of B&Bs, so after checking into ours we were ready to hit the town. Friday night turned into a messy affair, lots of drunken scooterists having fun (as we do), pubs full to overflowing and a busy do up at the Venue Cymru. We arrived up there quite late so we missed what was apparently a good set of covers by The Cheapskates but I managed to stumble about on the dancefloor in both the main room and soul room and had a great night, all for just £6.

Up on the farm

After a good night sleeping it off in our comfy bed and a traditional Welsh breakfast, I had a walk up to see how the other half lives on the rally campsite (after 14 consecutive weekends away, most of them camping, I fancied some home comfort). The name of the campsite gave things away, 'Bodafon Farm' and when VFM arrived

to set up on the Thursday they were literally rounding up the sheep, despite the farmer having promised to clear the site earlier in the week. As you can imagine there was a fair amount of sheep muck in the field and it was hard to miss it. The site was quite hilly and a brisk walk into town, but like many seaside resorts there isn't a purpose-built, award-winning campsite right next to a 2000 capacity venue.

Looking around the site I had to take photos from strategic points to try and get scooters in the shots, rather than vans, cars, caravans and campers. It's a contentious point at the minute, most of the internet posts after the rally about the state of the campsite came from people who hadn't ridden there and probably never will. Posts moaning about children being subjected to drunken behaviour, noise, dogs being sent home because they kept eating sheep pooh and the lack of facilities kept social media going for the next few days.



RESULTS

Best of show: Avatar
Best Vespa: Road Warrior (Mad Max)
Best Lambretta: Start Me Up
Best Classic: Model C
Best paintwork: Hellboy
Best engineering: Insane Kroozer
Best chrome/engraving: Avatar
Best auto/hybrid: Insane Kroozer
Best mod style: TV 175
Best mural: Start Me Up
Best chop/cutdown: Piss In My Eye Boogie
Best restored: Smallframe Vespa

Back in the day we were lucky to be allowed into a town, pubs wouldn't serve us, cafes had signs outside reading 'no scooter riders' and a campsite would often be a car park or rubbish tip, with no facilities. Things may have moved on but scooter rallies aren't perfect and if we do get a fantastic site it costs a fortune to put on in most cases, so then organisers get hassle for charging too much (Lincoln for instance). They'll never win and I dare bet none of the moaners have tried to put a large-scale event on themselves. I have and it's a thankless task.

It takes months of planning, huge costs to satisfy councils and legislation, meetings, trips to the towns... Maybe people who want all the creature comforts should either book into a hotel or find a 'proper' campsite and if they do want to take children and pets on a rally campsite they'll expect a bit of noise late at night, maybe some adult behaviour and they might be woken up by a few noisy scooters early in the morning.

Shiny scooters

Anyway, I scraped the muck off my trainers and walked back to town, without dying of thirst or exhaustion I may add, and headed to the outdoor custom show where a fine selection of scooters stood glittering in the sunshine. The parts fair was held inside the venue and it cost £3 to get in (despite rumours that it was a fiver).

After perusing the stalls and signing-on I headed off to catch up with my friends. The town itself was heaving so rather than sticking to the usual busy haunts we followed Olivier's carefully planned traditional English pub crawl. For those who don't know him, he actually comes from Belgium, attends pretty much every national rally and finds the best pubs wherever he goes.

After getting to number 11 on his extensive list Olivier seemed to have overdone the beer sampling though and was last seen staggering and crawling around the do muttering to himself in a mixture of French and English.

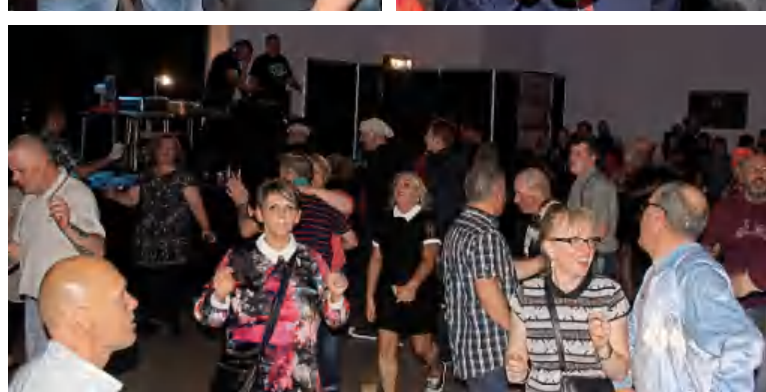
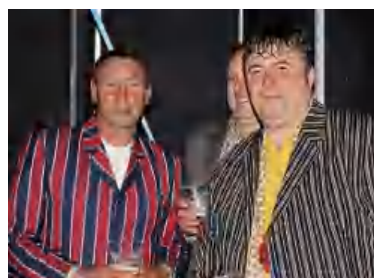


Talking of the do, it was very busy again and we arrived just in time to miss the band (The Moderators) but they seemed to have gone down well. For me personally, the do is often an anti-climax. I prefer to spend more time in the pubs enjoying a bit of banter with friends but that's the good thing about a scooter rally, everybody has different needs. Some people prefer to spend all day riding around while others like a drink. Some like to do a bit of sightseeing, others look forward to a band, or enjoy a dance. Whatever you like and however you like it, the scene is still primarily about scooters and scooter riding.

Some people can be forgiven for not riding, ill health, or being new to the scene, but if you haven't got the faintest inclination to get a scooter out and actually ride it, but are prepared to slate an event put on by scooter riders, many of whom ride thousands and thousands of miles each year, maybe you'd be better off sticking to a Butlins-themed weekend instead.

Words: Iggy

Photos: Iggy, Andy, Fabian & Andy



CLUB DO'S & EVENTS



'NORMOUS NEWARK AUTOJUMBLE

Newark & Notts Showground, Newark-on-Trent, Notts NG24 2NY (junc A1/A46/A47-signed)

SUN SEPT 20 ALSO: OCT 11, Nov 15

CUSTOMER EARLY BIRD PASS 8am-9am £ 10

DAY ADMISSION 10am - £ 6

LARGEST + BEST ONE-DAY AUTOJUMBLE IN UK – over 3000 plots previously – inside and out – vast classic display – up to 1000+ (cars, bikes, commercials, kits, custom, etc) – **FREE DISPLAY AREA** for classic cars and motorcycles (just pay admission charge) – **FREE Trade Papers**. **FREE** Sat night camping & caravanning (toilets and breakfasts available) for stallholders – **FREE** stewarded customer parking. Established 30 years of leading successful events. Demo, restoration and trade stalls welcome. Plots from only £ 18 pre-booked. Send SAE for booking form or download from website.

Over 3000+ plots previously – reduced admission for classics from 10am

MORTONS MEDIA GROUP LTD

Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

Tel. 01507 529470 Mob: 07824 145472

Email rgraham@mortons.co.uk

Web. www.newarkautojumble.co.uk



Harry Dennett's Soul Promotions

proudly presents

A Charity Northern Soul & Motown Evening

The Contours

live with full support band

in aid of



Saturday 26th Sept 2015
at the Select Security Stadium

LOWERHOUSE LANE, WIDNES, CHESHIRE WA8 7DA. TEL: 0151 495 2250



Reduced Price! **THE SELECT SECURITY STADIUM**
LOWERHOUSE LANE, WIDNES, CHESHIRE WA8 7DZ
TICKETS £25 AVAILABLE NOW
CALL HARRY: 07715 338127
SELECT SECURITY STADIUM: 0151 510 6000

MERSEA ISLAND

national scooter rally

SEPTEMBER 4TH. 6TH

2015



It's better by scooter

SPONSORS LEXHAM INSURANCE · SCOOTERING · PUTOLINE
TUCANO URBANO · SI BARBER DESIGN · TWISTED RODS · PRINTWIZE

A fun packed scooter weekend ... Something for everyone

LIVE MUSIC

FAINTEST IDEA

Galileo 7

the Beatles

GET-GO

JOE BOYD

THE GRAY

THE NEUTRON

SMOKEY BASTARD

IAN E DYNO

4 MUSIC ROOMS

CUSTOM SHOW



Main Hall - Traditional Scooterist Sounds

Mess Hall - Scorcher - Northern Soul & Ska

The Club House - The Darkside - Alternative Sounds

Silent Disco From Midnight Fri & Sat

Main Bar - Saturday afternoon - Karaoke

+ trade stalls, shower facilities, camping, food vendors, bucking bronco, and whatever else we can squeeze into the weekend, maybe with a bit of luck some sunshine!

TICKETS

PLEASE NOTE

£20 Entry Ticket/Per Person

SCOOTERS ONLY
CAN PAY ON GATE ONLY

ADVANCE Weekend Car Parking Passes & ADVANCE Traders Pitches are no longer available.

If you haven't purchased an Advance Weekend Car Parking Pass or an Advance Traders Pitch please don't make a wasted journey, because you will not gain entry. Security will be stopping all four wheeled vehicles at the top of the Rewalls Lane. Anyone without valid Entry Tickets or Passes will NOT gain entry and will be asked to leave.

Entry tickets will be exchanged for wristbands upon entry.

Security will refuse entry into the evening venues without a valid wristband ON YOUR WHEEL.

ADDRESS

East Mersea Youth Camp, Rewalls Lane, East Mersea, Colchester, Essex. CO5 8SX

Go to website for more information:

web: www.colchesterdvc.co.uk or go to our NEW website: www.mersea.info

facebook: Type Mersea Island National Scooter Rally in search bar

email: enquiries@colchesterdvc.co.uk

or call 07718 286 119 after 6pm Mon-Fri, anytime at weekends

Site opens mid-day Friday 4th September. No admission after 6.30pm 5th September.

NO CARS/VANS ALLOWED IN CAMPING AREA

CLUB DO'S & EVENTS



BRIDLINGTON



NATIONAL SCOOTER RALLY AND LCGB TRADE AND CUSTOM SHOW
@ THE BRIDLINGTON SPA ARENA Fri 30th & Sat 31st October 2015

3 Rooms of music!! The Main Arena (vfm's eclectic mix)!!
+ Red Eds Vinyl Vault (the Ultimate Soul experience)
+ The Bosstunes Bar (Classic Ska, Reggae, BlueBeat)
Plus the 'Darkside vs VFM' dj challenge in room 4 (Sat night)

LIVE BANDS



Friday. The Legendary NEVILLE STAPLE
Front man of one of Britains Greatest bands 'The Specials'

Saturday. THE || SPITFIRES
PLUS.. Special Guests 'BASKETCASE'
LIVE IN A VERY HALLOWEEN STYLE
(Spooky fancy dress a definite option)

Lambrellacub
GREAT BRITAIN
PRESENT

11am onwards Saturday @ BRIDLINGTON SPA
Britain's premier and longest running Scooter Only, Trade & Custom Show
Loads of dealers, Trade Stands, displays etc.

Custom Show Entrants: Toot 07719364592 oasc@btopenworld.com
Trade Fair Already Booked Up

BRITISH SCOOTER RALLIES ASSOCIATION EVENT
Web Vfmscoot.com Email vfmscoot2@aol.com
www.bsra-uk.com

Advance evening tkts are now on sale
Steve 07774 893178 or via vfmscoot.com or SPA Box Office

Sponsored by **SCOOTERING**.COM



STRICTLY SCOOTERS

BEAUVALE PRIORY, NOTTS

In the picturesque grounds of an old priory, a mile or so from the road, definitely off the beaten track, the last part of the ride on unmade, potholed road. Yes, this was my kind of place...

If your idea of a scooter rally involves creature comforts, from a car load of camping equipment with a stereo to blast out your 'scooterist hits' CD, to a bar selling cheap lager, then this probably wasn't for you. However a few hundred scooter riders from all over the UK, the furthest travelled riding some 250+ miles from Glasgow, with other notable distances including South Wales, Kent, Essex, Dorset and Yorkshire among others, did rock up on their various scooters to enjoy the sun, talk scooters and other related subjects during this one day event.

Sharing the camping space with chickens, turkey, peacocks, and a few thistles, during the day the priory's tearooms were open offering healthy alternatives to the common fast-food dog-burger found at many scooter rallies. A custom show took place, scooterists continued to arrive, and for those with a sense of adventure a walk a mile or so back down the track took you to the pub.

Later on the Saturday, as the tearooms closed, Johnny Cash arrived (for one night only), and still the chatter continued. A real ale bar set up selling a variety of locally brewed beers and a list of ciders that tasted far better than their names sounded. No local mead for Robin Hood mind you, should he have attended.

The party that evening was truly a barn dance, both in location and some of the more obscure records played. The chatter of course continuing as conversations migrated from around the tents to the straw laden animal shelter. And dance we did, to a variety of tunes, until the witching hour arrived and it was time for bed.

Waking Sunday morning at a fairly early hour, the site was almost empty with those living within a 25 miles radius seemingly in a hurry to pack up and leave before 8am for some unknown reason (this is not restricted to Strictly, I've noticed this at rallies all over the country...). Those of us with a three figure distance to ride home visited the

tearooms for some healthy sustenance before packing up our tent on an almost empty site, thanking those kind people at VFM – who were still picking litter and dismantling temporary erections – for finding the location and organising another great event, before enjoying the scenery for one last time as we rode the mile or so along the unbeaten track back to Tarmac and headed for home. Sweet.

Andy

RESULTS

Best of Show: Avatar
Best Vespa: Muhammed Ali
Best Lambretta: Nagasaki Nightmare
Best Vintage: Li Series 2 & sidecar
Best Cutdown: Hellboy
Best Mural: Wigan Casino
Best Auto: Rampant Rabbit
Best Engineering: Eloise
Best Mod Classic: Li Series 2

CLUB DO'S & EVENTS

THE 22nd CAROLE NASH
EUROJUMBLE
 SEPTEMBER 4-5, 2015
 NETLEY MARSH,
 NEAR SOUTHAMPTON SO40 7GY

**ADVANCE TICKETS
ON SALE NOW!**

FRIDAY: Adults £8, senior citizens £7, children U12 £2
 SATURDAY: Adults £5, senior citizens £4, children U12 £2

Ticket hotline: 01507 529529
Visit: www.classicbikeshows.com
Trade enquiries: 01507 529430

 @classicbikeshow #2015CBS
 www.facebook.com/classicbikeshows
 classicbikeshows.com



MABLETHORPE NOVEMBER 13th 14th 15th 2015
Scooter Rally

3 Rooms of Tunes
 THE MAIN ARENA
 SOUL BALLROOM
 BOSSTONES BAR

Parts Fair
 Custom Show
 Cabaret, Pool, Bar
 Restaurants
 Live Bands
 Family Friendly
 Kids Stuff

APPEARING LIVE
 THE SCANDALS, DEXYS BOOTLEG
 RUNNERS... THE BEAUTIFUL SOUND...
 EXTRA SPECIALS and an afternoon with
 the 'MAN IN BLACK'

3 NIGHTS OF ENTERTAINMENT (Day passes Saturday £5)
 Weekend tickets £18 advance... more on the door
 Info. Steve 07774893178 Trade Daz 07958638625
 email: vfmiscoot2@aol.co.uk Web/Tkts: vfmiscoot.com




TORBAY MODS SC
Presents The
RIVIERA RALLY
At Liverton FC

10th & 11th June

Entry £10 for 2 Nights
Additional £5 for cars / vans

**Top Retro Soul With
 The Vinyl Avengers
 Live Bands Fri & Sat Night
 Parts Fair, Custom Show
 Ride Out and Much More**

Business As Usual

Advanced Ticket Sales Limited to 499
To Secure Yours Email tickets@torbaymods.com



THE VESPA CLUB OF BRITAIN



MEMBERSHIP IS JUST
£15 A YEAR
OR £25 FOR A FAMILY
MEMBERSHIP



www.vespaclubofbritain.co.uk

or find us on Facebook for up to the minute news and events

SEND SAE TO NIGEL EWART-JONES, 5 MOORE CLOSE, CHURCH
CROOKHAM, FLEET, HAMPSHIRE, GU52 6JD

membershipsecretary@vespaclubofbritain.co.uk
or telephone 07966 537844

Six Club Magazines a Year

Modern Scooters Welcome

Marque Specialists

Members Camping Weekends and Events

VMSC
all makes scooter club

Founded 1985 for anyone interested in the preservation,
Restoration and riding of motor scooters

Membership £15.00 p.a.

DVLA dating service £25.00
(Inc 1 year's membership)

For membership details contact Ian Harrop on 01942 743428
Or at 11 Ivanhoe Ave, Louton-St-Lukes, Warrington WA3 2HX
Or visit the club website at www.vmsc.co.uk

SOUL & MOTOWN NIGHT



**MARTHA
REEVES
& THE
VANDELLAS**

PERFORMING ALL THE HITS INCLUDING DANCING IN THE
STREET, NOWHERE TO RUN, HEATWAVE, JIMMY MACK &
MANY MORE

PLUS DJ KENNY LEE PLAYING CLASSIC SOUL AND
MOTOWN FAVOURITES

SAT 26TH SEPT
WILLIAM ASTON HALL
WREXHAM

Box Office: 01978 293293

TICKET LINE: 0844 8889991
www.ticketline.co.uk

SUN 27TH SEPT
THE ROBIN2
BILSTON

www.therobin.co.uk / 01902 401211

Lambretta Club GREAT BRITAIN

MEMBERSHIP COSTS JUST £20 A YEAR
(£25.00 OVERSEAS)

Send Cheque or Postal Order made payable to the LCGB

To: Wendy Karim / Steve Barden, Membership Secretaries,
34 Brawton Grove, Darlington. DL3 0GL

Visit our website where you can use **PayPal** to join

www.ilambretta.com

JET SET The Bi-monthly full colour club magazine

DVLA Authorised Lambretta registration service

Members Rallies / Club Shop / Club forum

Members discounted insurance schemes

For further information contact: lcgbadmin@googlemail.com

FEATURING **BRUCE FOXTON**
AND **RUSSELL HASTINGS**



THE 35TH ANNIVERSARY OF
'SOUND AFFECTS' PERFORMED IN
ITS ENTIRETY PLUS ALL THE HITS
PLUS SUPPORT & DJS



FRI 4TH DEC SOUND AFFECTS SHOW

THE ROBIN2, BILSTON

www.therobin.co.uk/01902 401211

TICKETS ONLINE FROM **WWW.SEETICKETS.COM** & **WWW.THETICKETFACTORY.COM**

FRI DEC 18TH SOUND AFFECTS SHOW

SAT DEC 19TH GREATEST HITS

CONCORDE 2 BRIGHTON

www.concorde2.com 01273 673311

TICKETS ONLINE FROM **WWW.SEETICKETS.COM** & **WWW.THETICKETFACTORY.COM**



**Veteran
Vespa
Club**
Founded 1964



The Club for Classic Vespa enthusiasts

Membership £15 p.a.

Quarterly Club Magazine

Website Forum & Shop

Dating Authentication

Technical Help

Annual Club Rallies

Join online or email membership@veteranvespaclub.com

Tony Purdy, VVC, 44 Honeycross Road,
Hemel Hempstead, Herts, HP1 2JA

www.veteranvespaclub.com

Veteran Vespa Club is the trading name of VVC (UK) Limited



Brown Sugar





For those of us around in the 70s, Brown Sugar was a popular Rolling Stones track. Coffee drinkers with a sweet tooth often prefer it in their caffeine fix. And regular readers will know from last month that custom Vespa builder Sebastian from Germany also likes Brown Sugar.

John Gough owns, rides and – all bar a smidgen of specialist help – built what was his dream scooter. “I had the idea of something along the lines of Brown Sugar when I got my first scooter, a SX150 about five years ago. Thing was the SX was too good as it was, but by then I’d got an itch I needed to scratch so I started looking for a suitable scooter to transform into my idea.

“I had an appreciation of scooters when I was a lot younger, but circumstances and career choice meant I never got round to owning one back then. As life changes happened over the years I got into the VW scene. I’ve had a few Beetles and built and own a 1968 split screen VW Camper which has won 10 or 11 awards at various events. For Brown Sugar I wanted a similar end result of retro looking but with a modern twist.





SCOOTER DETAILS

Owner: John Gough

Job: Merchant seaman

Scooter club: Not really a club member but ride with the St James Scooter Club (Exeter) on ride outs when I'm home.

First scooter: About five years ago, SX150, genuine Italian unrestored survivor.

Favourite style of custom scooter: Less is more in a retro style for me.

Favourite custom scooter of all time: I saw Exile as a young boy while on holiday one time in Scarborough, and it blew my mind. Also always remember a light blue Vespa PX with "I fought the law" murals on one side and "the law won" on the other.

Recommend one item of riding kit: A good full face helmet is a must.

Most useless part ever bought for your scooter: Stainless steel floor runners.

Name of scooter: Brown Sugar

Model: Spanish Eibar LI150 S2

Inspiration for project: Always had this in mind and never seen one done in these colours and fancied something different.

Time to build: Built by me in my garage over two years.

Specialised parts: LD rear light.

Engine: Casa Lambretta 185 kit with 24mm Jetex and 42 big bore exhaust, 12v ignition.

Other details: I never wanted the original badges back on; they are a bugger to clean around and never fit right so I got the painter to airbrush them on while still making them look chrome.

Paintwork: John Hooper at Killerpaint in Dawlish did the paint. The pictures don't show how the brown sparkles in the sun with green/red flecks (it's very difficult to capture).

Powder coating: 1st Choice, here in Exeter.

Chrome: Quality Chrome in Hull and the finish is outstanding. You get what you pay for.

Hardest part of the project: Not losing interest when things didn't go according to plan. Thought I could turn this around from wreck to rider in six months but when things don't fit and have to be sent back and new parts sourced it slows things down big time.

Advice for anyone starting a project: Dry build, assume 70% of parts you order will be either unfit for purpose or just rubbish. Ask an expert, then again everyone's an 'expert' so just ask someone you trust.

Be very careful who you buy your bits from.

Bought from what are considered the right places and it was still hit and miss. Some places do some parts better than others, it's just a case of finding out which do which.

Favourite dealer: Mike at Torbay Lambretta is good for parts, service and good advice.

Thanks: Alex for all the guidance and encouragement (not to mention loaning me some tools), Darrel and Shaun (ISCA) for engine case cleaning, polishing and welding up the side case when I cracked it. Anyone who encouraged me when I've been ready to throw in the towel.

FIRST TIME BUILDER *How did it go?*



"Built by myself in my garage; I've never done one before so I got a copy of Sticky's Guide and off I went. The scooter was a complete non-runner when I got it but pretty straight, although legshields and one rear runner needed quite a bit of work. It did however have the hard-to-find speedo and someone on the internet gifted me the headlight



glass – sorry I've forgotten your name!
"The engine and frame was protected by years of mud and oil. I restored every part that was worth keeping or if good repros were not available. The engine case was vapour cleaned and then I rebuilt it from a bare case. It went well until I cracked the case cover putting it back together!"



"Inspired by hot rods of the 50s the brown and bronze colour combination has a retro look about it. When I took it to Killerpaint, I was asked a few times 'Are you sure?' The painter went as far as saying brown would make it look like a turd! The end result proves otherwise I think, and John Hooper, the paint-sprayer conceded that too."

Up until John acquired the Eibar Series 2, he'd never worked on a scooter before. Ever. But, with his previous experiences building VWs, armed with Sticky's Complete Spanners Guide and a huge helping of self belief and confidence, he set about his first attempt at stripping, refurbishing and rebuilding this Spanish Lambretta.

"I couldn't afford a hydraulic bench, so I took the kitchen table out into the garage and got started. The Missus wasn't too pleased about the kitchen table being used to build a scooter, but by then it was a project already in motion!"

Taking on such a project with the intention of doing as much of it as you can yourself will always see the occasional problem arise. "I had relatively few once I got going on it. I stripped the engine case completely, had it vapour cleaned, then built it up from scratch including studs, bearings and oil seals, then I managed to crack the casing while putting it all together. I suppose the time factor was a problem of sorts; I'd intended it to take around six months to complete but, with other unplanned factors coming into play it ended up closer to being a two year project. Carburation was a bit problematic to start with, now its been properly set up its runs sweetly."

What made John opt for a LD rear light instead of the standard Series 2 unit? "I've always thought the Series 2 light looks wrong, a bit like a blob. The LD rear light unit looks right and adds to the retro with a twist appearance I wanted to create. I know it's not to everyone's taste, some of the moddy and mirrors types have muttered about it not being original. But I'm not from a Mod or scooterist background, so it's not in any specific style, it's exactly how I wanted it to look."

Finally, any future plans for Brown Sugar? "Maybe some dampers. And I fancy having the name in gold leaf on the legshields, that's something I'm going to do myself. And there's bound to be a few more improvements I've not thought of yet..."

Words: Sarge

Photography: Jon at Thru A Lupe Photographic



SPECIALIST VEHICLE INSURANCE

Cherished by you **Insured by us**

- ✓ Over 35 years' experience
- ✓ No broker administration fees
- ✓ Choose a vehicle repairer you trust
- ✓ UK & European accident & breakdown recovery including home service
- ✓ Free and automatic salvage retention*
- ✓ Cover for riders from 21 years of age and no upper age limit*
- ✓ Agreed value*

See us at
Stafford
Balcony 103

Call our friendly UK team for a quotation

01277 206 911

www.rhclassicinsurance.co.uk



* Subject to our standing underwriting criteria. Please refer to the policy documentation on our website, or call, for further information. The vehicle needs to be registered prior to 1991 in order to be eligible for our classic insurance.

RH Specialist Insurance is a trading name of Hiscox Underwriting Limited. Hiscox Underwriting Limited has granted a licence to ERS Syndicate Services Limited to use the brand name, RH Specialist Insurance, subject to the terms of the licence. The insurer on all RH Specialist Insurance policies is Syndicate 218 at Lloyd's, which is managed by ERS Syndicate Management Limited. ERS Syndicate Services Limited is an Appointed Representative of ERS Syndicate Management Limited, which is authorised by the Prudential Regulation Authority and regulated by the Prudential Regulation Authority and Financial Conduct Authority. Hiscox Underwriting Limited is authorised and regulated by the Financial Conduct Authority.



Find us on
Facebook

Classic Car



Modern Car



Classic Bike



Multi-vehicle

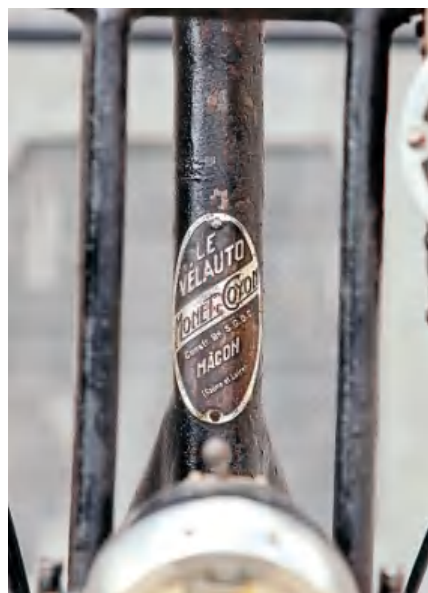


Military



Monet & Goyon Super Velauto





Top left: Bodywork has a mesh front and louvered sides for cooling. **Top middle:** Swinging arm and chain adjustment are advanced solutions for a 1920s scooter. **Top right:** External brake shoes clamp around the outside of the wheel hub when the brake is applied. **Above left:** Two separate forms of front suspension in a single fork. **Above middle:** Aluminium legshield and integrated tyre pump. **Above right:** SGD stands for Sans Garantie De Gouvernement.

First-generation racing scooter powered by British engine

It might not look like much in terms of styling, but the Super Velauto was a technical marvel of engineering in the early 1920s. As a result, Monet & Goyon machines became the most successful racing scooters of their day.

POPPY

Like many of his peers Cyril Monet's scooter and motorcycle firm grew out of cycle production. His first business – based in Macon, 75km north of Lyon – was founded in 1902 with his friend Maurice Boullay. By the start of the First World War, Cyril and his brother-in-law formed Monet & Lagoutte, and began specialising in three-wheeled, hand-powered vehicles for the disabled called Vélocimanes.

If ever there was a business founded at the right time, given the number of limbless veterans about to be produced on the Western Front, surely this was it. Or so you'd think; but sadly Boullay was killed in 1914, followed by Lagoutte in 1916, leaving Monet the pointless war's only surviving partner.

Fortune once more smiled on engineer Monet when he struck up a new partnership with wealthy local aristocrat Adrien Goyon. Goyon poured money into the production of Vélocimanes for the masses of injured servicemen and the company began to diversify with the production of clip-on engines for bicycles, motorised disabled trikes and scooters. It was Goyon's son – Andre – who worked closely with Monet on building the company between the wars.

Immediately post-First World War the scooter market exploded like a pogo party in a landmine field. Besides Britain and USA, this first wave was chiefly lead by French innovators. Meanwhile the Italians barely registered on the scale.

PLETHORA

Whenever a product is new you get a rainbow of different engineering solutions aimed at achieving the same task. That's a beautiful and interesting phase. Over time one technology gradually moves to the forefront – not always the best one, as exemplified by VHS video – and things begin to look the same. Certainly if you took the bodywork off the top 10 current 50cc scooters then you'd realise that the basic layouts are all the same. You'd struggle to know which piece of plastic went where and maybe even struggle to care.

Back in 1920 it was a very different story. Each firm jumping on the scooter fad had its own take on the layout. Some offered little



Thumb-fasteners for rapid puncture repair of the wide 550 x 65mm wheels.

more than motorised push scooters and required the rider to stand. Others were primitive attempts at making two-wheeled cars. At least with Monet's background in cycles the Velautos (bike-cars) were engineered to handle properly; unlike some of the floppy-framed nonsense produced by those with more enthusiasm than experience.

Far from being basic, the Velauto positively dripped luxurious features. Here was a machine that utilised both front and rear suspension when most motorcycles of the day were still 'hard-tail'.

If I remember rightly, British engineer William Leslie 'Smokey' Dawson of DMW fame was credited with patenting at least one form of swinging arm motorcycle rear suspension in 1939. Yet here is a very simplified version made from steel bar and using springs in extension, fitted to a French scooter almost 20 years earlier. There really is nothing new under the sun.

What is more unusual is that the Super Velauto features two independent forms of front suspension. Not only is the girder fork assembly hinged immediately below the lower steering bearing - allowing the front wheel to move fore and aft - but the whole steering stem is also sprung in vertical plane as well. I'm sure this makes for a peculiar ride, but on rough postwar roads and cobbles any suspension system is better than none. No doubt the choice of large 550mm metric wheels (21.65in diameter) will have also helped on rough surfaces.

PERFORMANCE

When the French started racing scooters just after the First World War, the original 1.25hp 117cc four-stroke Velauto scooter was immediately at the top of the game. It won long distance road races all over the country and eventually took victory in the French Scooter Championship. Promotional material boasted that here

was a French scooter, made in France for French roads. They couldn't be entirely patriotic however.

Perhaps one of the most interesting features of Sergio Sciarpetti's Super Velauto is the choice of engine. Not only is it a two-stroke (hurrah!) but it's from Wolverhampton wonderers Villiers. The Villiers 270cc two-stroke doubled the power output of the scooter to 2.5hp. By 1922 M&G had secured a licence to build the engine themselves, powering a range of vehicles riding on two or three wheels. That same year saw the Super Velauto take victory in the scooter class of the Paris-Nice road race. None of your 20 miles around a smooth tarmac track nonsense; this was 1100km of dubious road surface.

After testing like that even I'd buy one, if I had 3500 francs to spare in 1922, which is unlikely. Rich city kids and country heirs only need apply at that price.



Above left: Pepper pot exhaust system. **Above middle:** Twin thumb levers control the carburettor. **Above right:** Wicker for a scooter seat? It's survived almost 100 years intact.

Clock and klaxon are period accessories.



Not only a British engine, but also a British Atco 'Senspray' carburettor.

PRAISE

Italian collector Sergio, whose scooter museum near Assisi is well worth a visit, picked this machine up five years ago from France. However, there were several important pieces missing. So how do you go about finding spares for a scooter that is almost 100 years old?

The solution came thanks to Michel Gagnaire, who runs a museum dedicated to all things Monet & Goyon in Melle, France. Sergio was full of praise for Michel, who tracked him down many of the parts that were missing. For some unobtainable pieces Michel actually disassembled, measured and photographed parts from his own Velauto – such as the stand – so that Sergio could make replicas.

PITTY

Sadly the tale of Monet & Goyon itself was not such a happy one. In 1924, Andre Goyon died of pneumonia, followed only two years later by innovator Joseph Monet from tuberculosis.

Monet's less savvy brother Marcel took over the company in 1926 but after a peak annual production of 10,000 machines Monet & Goyon went into a slow decline.

Marcel himself died of congestion in 1939 just before Europe entered its Second World War. Original founder Adrien Goyon finally gave up the job of CEO aged 82 in 1940 and seems to be the only one involved in this saga to survive to any great age. He finally passed on at the ripe old age of 95.

By the 1950s the company was in a poor state, still producing pre-war models. A second scooter craze was around the corner and could have offered a solution. Sadly the Monet & Goyon response – the Starlett scooterette – was delayed and problematic from the outset.

The Starlett was not enough to save the company which finally became insolvent in October 1956. It was a sad end to one of very few companies that produced scooters in both original booms.

Sticky



Right: Monet & Goyon's product range was extensive. **Below right:** This is what a racing scooter looked like in the 1920s. Trophies were better at the time...

Lift the louvered skirt and you'll find a British Villiers two-stroke.



At a glance

DAVIAN CLASSICS

SPECIALISTS IN CLASSIC LAMBRETTA

- Stock Restorations • Service • Repairs
- Engine Tuning • Blast Cleaning Facilities
- State of the Art Spray Booth

DAVIAN CLASSICS for all Italian and Spanish Lambrettas

Unit 1, Canal View, Asquith Business Park,
Eshton Road, Gargrave, Skipton,
N. Yorks BD23 3SE. Tel. 07591 939242
Open 7 days a week ~ Phone anytime

Smiths Scooters

Tel: 0116 3320713 Mob: 07803 704668

Email: smithsscooters@sky.com

www.smithsscooters.com



RETROSPECTIVE

SCOOTERS THE DIFFERENCE IS QUALITY

1-6 Crescent Mews, Wood Green, London N22 7GG

Tel: 020 8888 5424 www.retrospectivescooters.com

Willenhall Scooters TSL

SCOOTERS SPARES
ACCESSORIES

Open for trade and public

NEW SHIPMENT OF SCOOTERS &
PARTS NOW IN STOCK



Unit 4, Frederick William Street, Willenhall WV13 1NE
Tel 01902 633636 • 07975 975544



Email: willenhallscooters@gmail.com

Opening times: 9.30-5.00pm Weekdays. 9.30-1.00pm Saturday

www.LambrettaReStore.com

Specialising in:

Restorations, Parts, Manufacturing, Ultra-Sonic Carb Cleaning, Tuning, Modifications, Repairs,
and much more for all your Lambretta needs...

81 Springwell Lane, Balby, Doncaster, DN49AD ~ 2min off J36 on the A1

Tel: 01302 857162 Fax: 01302 811109 Email: pairon-racing@hotmail.com

www.replayscooters.net

Replay, 2 The Avenue,
Rothwell, Northants NN14 6EY

01536 418 893

Opening Hours: 10am - 6pm Monday - Friday (Phone for Saturday Hours)

INTA MOTORCYCLE SERVICES LTD

workshop@intabikes.co.uk
www.intabikes.com

99-107 Upper Stone Street
Maidstone,
Kent ME15 6HE
01622 688727



Modern & Classic Scooters Catered For
MOT'S & Tyre & Workshop Services
Collection & Delivery Available

www.skinheadandska.co.uk
For all your scootering and skinhead clothing
• Relco Clothing • Roamers • Grafters • Ikon Footwear

Velocity Scooters

Lambretta 01202 512125 Vespa

www.velocity-scooters.net

SALES | SPARES | REPAIRS | MAIL ORDER

979/981 Wimborne Road Moordown Bournemouth BH9 2BN

TROJAN SCOOTERS

Restorations, Repairs, Parts & Sales



Find us on
facebook.

Unit 24/25, Trojan Centre, Wellingborough, Northamptonshire NN8 4ST

Tel Tracey 01933 770950. Email: sales@trojanscooters.com



Tel: 0114 2583348 Mob: 07970 963312

Sheffield S8 0XL • www.on2wheelssheffield.co.uk

• **Lambrettas and Vespas in stock**

VESPA DOUGLAS 125cc 1952 "Rod" model, for restoration, must be
seen!! only serious enquiries please..... POA

SILVER SPECIAL, done as SX TS1, disc, one off paint job, must be
seen!! POA

PX125 white £1500



@on2wheelssheffield

• SALES • SERVICING • SPARES • ACCESSORIES • HELMETS

Wildcat SCOOTERS

INNOVATION IN MOTION

SALES • SERVICING • PARTS • TUNING

Wildcat Scooters Ltd
43 Albany Street,
Newport, South Wales
NP20 5NG

01633 549545

wildcatscooters@gmail.com

www.facebook.com/wildcatscooterparts

http://stores.ebay.co.uk/Wildcat-Scooters-Ltd

to advertise here call Andrew on 01507 529412

Northants Scooter Products
Mail Order Specialists for Classic & Modern Scooters
 Vespa • Lambretta • LML Official VE UK & SIP Scootershop Dealer
 Units E2-E3, Kingsfield Close, Dallington, Northampton NN5 7QS
 Sales Hotline Tel 01604 655 434 sales@northantsscooterproducts.co.uk
 www.northantsscooterproducts.co.uk

Shop Now open in Northampton.
 Mon-Fri 9-6pm
 Sat 9-1pm

ATOMS
 01622 664488 - MAIDSTONE - KENT
 www.atomsuk.co.uk
 Find us on Facebook
A.T.O.M.S
 SALES - SERVICE - REPAIR - CUSTOMISATION - RESTORATION - TUNING

VISA Lambretta SIP Vespa MasterCard

SCOOTERS WANTED FOR CASH
 Any make, any model, any condition, any quantity, garages cleared, parts only/full scooters, accident damaged etc. **CASH ON COLLECTION**
 Nationwide Collection and Delivery
 Telephone 01768 896116 or 07879 634928
 or email johnmclaughlin1968@yahoo.com
 www.vespaframejig.com

SCOOTERS ALSO FOR SALE

www.italscooters.co.uk

Two Vespas as supplied for the new 'Man From U.N.C.L.E. film'

62 SWINDON RD,
 CHELTENHAM, GLOS.
 GL50 4AY
 01242 255200

RPM SCOOTERS.CO.UK
ONE STOP SCOOTER SHOP
 Service, repairs and sales of all scooters
 01488 670203 / 07776 253846
 sales@rpmscooters.co.uk
 Unit 9F Lowesdown, Lambourn, Woodlands, Hungerford RG17 7RU

www.powersgarage.net

Power's Garage
 Scooter Restoration and Sales Specialists
 IRELAND

PB Scooter Services
 01793 976020

Unit 12, Oaklands Ind Estate
 Royal Wootton Bassett
 Swindon SN5 0AN
 01793 976020

www.pbscooterservices.co.uk
 PB Scooter Services

WAKEFIELD SCOOTERS

Workshop Service for Lambretta & Vespa Scooters

Unit 7, Horbury Business Complex,
 Manor Road, Wakefield, West Yorkshire WF4 6HH
 www.wakefieldscooters.co.uk
 Tel: 01924 271000
 5 mins from M1 J40

SCOOTER 2000 LTD

VESPA & LAMBRETTA
 SPARES * SALES * SERVICE * REPAIRS
 SCOOTERS BOUGHT FOR CASH

T5 Classic, P reg, black.....£1995
 Vespa LX125, 10 plate, cream....£1895
 Vespa GTS 250, 56 plate, red.....£1695
 PX125 Mk1, black, 83 plate.....£1995
 LML Star 125 disc, 06 plate, green. £1495
 Lambretta 70s style skinhead skelly, blue and chrome.....£2995

OPEN Mon-Fri 10-5.30pm, Sat 10-3pm
 232 HALESOWEN ROAD, NETHERTON, DUDLEY, DY2 9NP
 CALL SHOP 01384 6 38 38 6
 MOBILE 07831 661167
 http://stores.shop.ebay.co.uk/scooter clearance
 STOCK CONSTANTLY CHANGING Call for details

Crusader PROMOTIONS

THE UK'S NUMBER 1 PRINTER OF SCOOTER CLUB T-SHIRTS, HOODIES, RALLY & CLUB PATCHES ETC.

YOUR SCOOTER CLUB NEEDS US
 CONTACT JOHN 07813 066309
 crusadertshirts@yahoo.co.uk
 www.lifestyletshirts.co.uk
 www.scooterrallypatches.co.uk
 Rally going scooterists since 1979

CARNABY SCOOTERS.COM
 info@camabyscooters.com

Sales
 Accessories
 Clothing

LML
SYM

Tel 0118 328 0988
 Official LML, Scomadi & Sym dealer



HOW TO FILL IN A NOVA FORM

When I were a lad a Nova was made by Vauxhall and used by spotty youths to impress girls into taking their clothes off down dark country lanes.

These days a NOVA is something more likely to have middle-aged blokes trying to register a scooter tearing their hair out. Fear not dear reader, for it is but a simple task to fill out the form...

The NOVA system, or to give it its proper title, Notification of Vehicle Arrivals requires that any vehicle permanently imported into the UK must be reported to HMRC within 14 days of its arrival. HMRC will then assess what duty is required to be paid before the next step in the registration process can be completed, which would be informing the DVLA of the vehicle and being issued with a registration number and V5 registration certificate.

The system was introduced in 2013 around the time the local DVLA offices were being closed and would seem to tie in with the powers that be trying to keep track of what was being registered for use on our roads and if they were due a payout in the form of import VAT.

Basically as of April 15, 2013, if you are importing a scooter from Europe then you will not have to pay VAT on it, a scooter imported from outside the EU will be liable to pay VAT. This is where the waters can become muddy for owners of classic scooters.

Say for example someone bought a Scooters India (Lambretta) frame in 2012 and has been slowly buying parts and building it from the bare frame and is now ready to register it for road use, there is no box to tick that describes that scooter. Likewise a scooter which was first registered in 1950 in Chipping Norton for example and has been parked in a barn for 30 years and has lost its registration number and log book still needs to go through the NOVA process, or a frame which was stripped in 1970 and has sat in someone's loft, the reasons for a scooter being in the country for many years but not having a registration are endless.

The good news is that filling in the NOVA form to the best of your ability and then enclosing a covering letter should be all you need to do. HMRC might ring you to clarify a couple of details, but by being completely honest in the first place you should have no problems.

The NOVA form is split into seven parts, with sections to be completed by business and private users. Below is an example of how to fill in the form from the perspective of someone who has bought a 'barn find' scooter from a private seller for personal use.

Parts 1, 3, 5 and the declaration pages are all that need to be used. If you have bought a scooter from outside the EU which was imported after April 15, 2013, then you will need to fill in part 7 and will need some specific details from the importer such as the import entry number and commodity code before a NOVA reference number can be issued to provide to the DVLA.

A simple covering letter such as;

"I purchased this scooter on 01/07/2015 from Farmer Giles after seeing it advertised for sale in my local newsagent. The scooter was bought by Farmer Giles' uncle in 1975 from the first owner and put into storage in 1985 at Farmer Giles' home address where it remained until I bought it yesterday. The registration plate is missing and Farmer Giles does not know the whereabouts of the

Part 1: Fairly straightforward, all you do is fill in your personal details. It says 'continued' because the first part of Part 1 is for someone who is applying for a NOVA in your name, it also includes Part 2 where you add the details of the person you bought the scooter from.

registration certificate and believes it to have been lost several years ago.

I have filled out the requested information on the Notification of Vehicle Arrivals form to the best of my knowledge, for example the scooter is a 1966 model but I do not know the exact date of its arrival into the UK from the country of manufacture (Italy) nor the exact date of first registration. Please do not hesitate to contact me if you require any further information.

Yours etc..."



Part 3

Vehicle type and specification
Complete this section if you (or the purchaser) purchased the vehicle inside or outside the EU.

19 Land vehicle purchased (tick as appropriate):
☐ Car
☐ Light Commercial Vehicle (LCV)
☒ Heavy Commercial Vehicle (HCV)
☐ Motorcycle, scooter or moped
☐ Motor caravan (MOC)
☐ Agricultural tractor
☐ Construction vehicles, plant & machinery, special purpose vehicle

20 Vehicle specification details for your vehicle type in question 19. See Note 6 or pages 7 and 8 on this form. For additional information that will help us to deal with your notification see Note 7.

20A Car:
Make: BMW
Model: 3 Series
Derivative: 320i
Trim: 320i
Body type: saloon, convertible

20B Light Commercial Vehicle (LCV):
Make: Honda
Model: Brio
Derivative: 3.0
Trim: 3.0
Body type: pick up, station van

20C Heavy Commercial Vehicle (HCV):
Make: Honda
Model: Brio
Derivative: 3.0
Trim: 3.0
Body type: pick up, station van

20D Motorcycle, scooter or moped:
Make: Honda
Model: Brio
Derivative: 3.0
Trim: 3.0
Body type: pick up, station van

20E Agricultural tractor:
Make: Honda
Model: Brio
Derivative: 3.0
Trim: 3.0
Body type: pick up, station van

20F Construction vehicles, plant & machinery, special purpose vehicle:
Make: Honda
Model: Brio
Derivative: 3.0
Trim: 3.0
Body type: pick up, station van

Part 3: The details of the scooter. This is for a Lambretta but the principle is the same for any make, if you are not sure of the version which might be stumbling block for more obscure scooters then leave it blank. This is just for VAT purposes and not registration.

Part 5

Additional vehicle questions for EU purchases
Complete this section if the vehicle was purchased in the EU. If the vehicle was purchased outside the EU go to Part 7. If you answered 'No' to the question in Part 4, you do not need to answer questions 33 to 40.

31 Vehicle identification number: 123456

32 Current vehicle registration number: N/A

33 Date vehicle arrived in UK (DD MM YYYY): 19 06 15

34 Date vehicle was first made available to you (DD MM YYYY): 01 07 2015

35 Do you have a purchase invoice for this vehicle?
No ☒ Yes ☐
If you answered 'Yes', go to question 36. If the vehicle was purchased outside the EU, answer question 34 and then go to question 37 and answer all the remaining questions in Part 5.

36 Reason for no purchase invoice:
BOUGHT AS A PRIVATE SALE FROM PREVIOUS OWNER

37 Purchase invoice date (DD MM YYYY):

38 Purchase invoice number:

39 Price paid for vehicle including all options (not excluding any local tax paid): £1000

40 Are you claiming relief against your VAT liability for this vehicle?
No ☒ Yes ☐
If 'Yes', you must tell us the reason in the box below and make sure you let us have documents to support your claim. See Note 8.

41 Date of first registration (DD MM YYYY): 19 06 15

42 Mileage at time of purchase (or mileage when entered into a lease if applicable): 20 000

43 Mileage units:
Miles ☒ Kilometres ☐

44 Left hand drive ☐ Right hand drive ☐

45 Currency used: BRITISH POUNDS

46 Total value of options: £1000

Part 5: Again just basic information, be honest in the information you give. If you do not have a purchase invoice because you started with a bare frame in 2012 and bought parts to build it in the intervening years then say so.

Declaration

I declare that to the best of my knowledge and belief the information I have given on this form and any accompanying documents is complete and correct. I understand that a false declaration may make the purchaser liable to a financial penalty.

Title and full name: MISS PENELope PISTOL-STOP

Signature: PISTOL-STOP

Date (DD MM YYYY): 01 07 2015

Status: director, company secretary, sole proprietor, partner, owner, private individual, agent...
PRIVATE INDIVIDUAL

If you have completed this form on behalf of a VAT registered business:
You will need to make sure that an authorised signatory of the business signs this part of the form to confirm to us that they have authorised you to act for them.
We have authorised the named agent above to complete the NOVA declaration on my/our behalf, and HMRC is authorised to exchange information with them in relation to this NOVA notification.

Title and full name:

Signature:

Date (DD MM YYYY):

Status: director, company secretary, finance director, tax manager, sole proprietor or partner...

Where to send this form
Send your completed form to:
HM Revenue & Customs
Personal Transport Unit
Building 22
Priory Court
St John's Road
DOVER
Kent
CT17 9SH

What happens next
We will deal with your completed form as soon as possible, usually within 14 days. Delays may occur if the form is incomplete or additional information is required to confirm the vehicle specification.
When we have done this, we will send you a letter telling you that you can apply to register the vehicle with the DVLA (or DVLA).

Examples of vehicle specifications asked for in Part 3

Make	Model	Derivative	Trim	Body
Audi	TT	2.5T	RS	Coupe
Land Rover	Discovery 4	3.0	XS	Station wagon
Vauxhall	V	1.6	SE Lux	Hatch

Declaration: Basically this is you stating that the information you have provided is correct. Do not try and pull the wool over the eyes of HMRC, they can come back and bite you on the arse if you have not provided correct information.

HM Revenue & Customs

Notification of vehicle arrivals

19300040000024/001
MR. BARRIE BRAITHWAITE
ADDRESS LINE1
ADDRESS LINE2
POSTCODE

HM Revenue & Customs
Personal Transport Unit
Building 22, Priory Court
St John's Road
DOVER
CT17 9SH

www.hmrc.gov.uk
Phone: 01304 664171
Date: 19 January 2015

Thank you for your vehicle notification which was received on: 14 January 2015

VIN: YOUR VIN NUMBER GOES HERE

Notification reference: NOVA15P-AND SOMETHING ELSE

Purchaser: MR BARRIE BRAITHWAITE

For information purposes the relevant law relating to notification and payment of VAT due in respect of the acquisition (purchase) of a new means of transport or the arrival in the UK of a means of transport is contained in paragraph 2(4) to paragraph 2(5D) of Schedule 11 to the Value Added Tax Act 1994 and the related regulations.

HMRC have reviewed your vehicle notification and are satisfied that no VAT is due.

Based on the information you have provided to HMRC, an application can now be made to register and license the vehicle with Driver and Vehicle Licensing Agency (DVLA). Please note that certain vehicle information will be shared with DVLA for registration and licensing purposes.

PX SHOCKS



£69.99 for the pair in black and red and
£94.99 for the pair in Chrome

They are adjustable with uprated spring for all P range.

Vespa/ Lambretta Front Rack

Full Stainless

£64.99



Italian Style Back Rest and Pad

Full Stainless

£39.99



BEST BANG FOR YOUR BUCK EXHAUST SYSTEMS AVAILABLE!!!



TSR EVO EXHAUST

for

LAMBRETTA

- Standard or
TS1 Flange
(they come
with both) -
mild steel or
stainless
available



£169.99 and **£189.99**

PX Florida

Bars in stainless

£64.99



PX Mudguard Crashbar and Badge

stainless **£29.99**



ENGRAVED SUNDANCE GRIPS

£39.99

Whilst stocks last



**ZERO CAFÉ RACER
SEAT for VESPA PX**
£89.99



**PX STAINLESS
WHEEL COVER +
BOLT £22.99**



**X-RACE SEAT for LAMBRETTA (MkI and MkII) -
MkI Bolt Down - removable Fuel Bung £79.99
MkII Hinged £79.99**



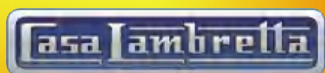
**CHECK OUT OUR WEBSITE FOR
FULL PRODUCT RANGE**

**FREE UK POSTAGE IF YOU MENTION SCOOTERING SEPTEMBER
OFFER WHEN ORDERING OVER THE PHONE**

01633 549282



SCOOTER TRADER



PARTS



- ENGINE REBUILDS
- DYNO WORK
- TUNING
- RESTORATIONS
- CYLONE 5 SPEED GEARBOX DEALER

jbalcomb4@hotmail.com
01702 545952

www.jbtuning.co.uk



THE DUNDEE SCOOTER SHOP Est. 1962

MAIN DEALER • Vespa • Gilera • Piaggio • LML



Vespa. All PX models, 125 & 150cc. All colours in stock
Vespa. New 125 Primavera. A choice of colours.



Vespa 125 Sprint. See it today.

Vespa GTS 300 Super Sport, also
Ltd Edition. On show now. Also 125cc.



Vespa LX125 & New Primavera models. All colours.

Piaggio. All models Z.I.P.50, Typhoon, Fly, Liberty

Always a good selection of used Scooters in stock.

We can offer finance terms on all models.

We deliver anywhere in Scotland

23/25 Milnbank Road, Dundee

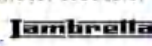
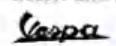
Visit our website at www.andrewhartmotorcycles.com

Telephone: 01382 667281

**JUST ARRIVED -
THE NEW
QUADRO 3**

Modern Scooters

Surrey based sales, service and parts for new and second-hand classic and modern motor scooters.



Please "like" our facebook page to receive the latest news and special offers.

Exclusive MS172 Scomadi 2 stroke conversions available to order. AWESOME!!

We are now taking deposits for the 125 + 300 Scomadi's. Don't miss out on the chance to own this Modern Classic. CALL NOW!!!

Tel: 0208 942 1101

mail: info@modernscooters.co.uk

web: www.modernscooters.co.uk

fb: www.facebook.com/ModernScooters



101 Kingston Road,
New Malden,
Surrey,
KT3 3RJ.

QB Motorcycles & Scooters

Est. 1982 www.qbmotorcycles.co.uk

All models in all colours always available



946 Bellissima in stock
£9071 OTR
with free screen and
rear helmet bag

New 2015
Primavera
Touring £3571 OTR

Primavera 125 ABS/ASR
£3571 OTR with free
topbox, carrier
and screen

New PX125 Touring
£3371 OTR

PX125 Midnight
Special
£3899 OTR

PX125 White
Rose Special
£4299 OTR

PX125 Puzzola Special
£3999 OTR

0% FINANCE ON ALL GTS 300 SCOOTERS IN STOCK

**GTS
65**



MP3 LT MODELS IN STOCK
For car licence holders
From £4899 on the road
Free colour coded top box
(worth £400) on blue models

A range of X10 350s
in stock
from £3999

New GTS300 ABS/ASR
£4692 OTR
Free Rear Carrier
(Offer ends
July 31st)

GTS 300 ABS/
ASR
Now £4499 -
Black only

2015 GTS
Touring ABS/ASR
Now £4792 OTR

2015 GTS 300
Super Sport ABS/
ASR Ltd edition
£4,792 OTR

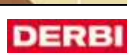
Secure credit and debit
cards taken



PIAGGIO



GILERA



Passion - Technology - Style - Design

33 YEARS OF SERVICE | NATIONWIDE DELIVERY | PIAGGIO GROUP DEALER

Tel: (01384) 637168 | Email: scootersales@qbmotorcycles.co.uk • 89-91 High Street, Quarry Bank, Brierley Hill, West Midlands DY5 2AD

WWW.SCOOTERING.COM | 79



D RIFFIC

Following the article on classic bikes at Crystal Palace race circuit in *Scootering* #349, at which I rode a Lambretta D Racer replica, I received a few enquiries about said scooter....

This is a little unusual as a staff scooter goes, in that it's not one I've spent time getting dirty with, but that's not to say I've not been fettling...

A clean shave

For those that don't know him, Howard Chambers – who traded as Chambers Technical Services back in the 90s – is a bit of a whiz when it comes to shaft drive Lambrettas, among other models. He was the Casa Lambretta importer for many years, and those in the know have kept in touch regarding Cs, Ds and LDs etc. after he retired in the early 2000s.

I initially contacted him when the offer to ride at Crystal Palace came up with the idea to borrow his own D Racer replica that he's competed in the Milan Taranto race on a number of times now, to add a little 50s flavour to the 60s scooters also attending.

However, to adapt a phrase from the 70s American TV advert for a certain electric shaver, I liked the D Racer so much I bought one!

Red Devils

It's easily done, you pop out for a pint of milk and a chat and return home with a 1956 Lambretta! To be honest, I've long had a soft spot for a D150, ever since I rode one in Italy in the late 1990s. The trouble is, I know very little about the mechanics of them. That's why soon after talking with Howard and looking at his work, I realised if I was going to get one, one of his 'Red Devils' would be a wise choice.

Red Devils? Yes, Howard has produced a number of D Racer replicas now, and they are all red – hence the name.

Ongoing development

Until recently very few people in the UK really appreciated open frame Lambrettas, but Howard did and built up a collection of spares and knowledge as indeed he's done



since his first ownership of scooters back in the 60s. Unsurprisingly, it turns out these earlier Lambrettas weren't perfect. In fact Howard confirmed to me what others have also said over the years that while the shaft-drive D and LD range of 1951-58 were robust, they had their faults too. Another factor was down to the three-wheeled equivalents having issues that were carried across and led to Innocenti constantly developing parts of the scooter. For example, the kickstart bevel pinion

apparently has 13 different part numbers for the D/LD series from start to finish, as it changed over the years!

Modern improvements

So what makes this D a 'Racer'? Howard told that his were visually inspired by the racing Lambrettas of 1950s Italy. Innocenti produced factory racers up to the C model, as by then they'd convinced the local market that their little scooters were as good as little motorbikes. Importantly, they also had a



Far left: Howard's rolling road set up for bench testing D and LD engines. **Centre left & right:** Shaft drive internals mean nothing to many Lambretta fans, but to experts the kickstart represents more than a dozen different bevel pinions, while on the right some of Howard's modified parts. **Far right:** The NOS Silentium sports exhaust I found at Rimini Lambretta Centre. I'm sure it does nothing to improve power, but doesn't it look bloody gorgeous? Also note modified stand base because of 10in wheels. The blue Ducati 12v CDI is essential, but a BGM retro looking equivalent is on my shopping list. **Below:** My D Racer as I got it, with the standard exhaust and flywheel grille in place.

devoted following of owners and riders by then too, so they could simply supply enhanced parts to local enthusiasts and let them build their own racers and promote the Lambretta for them.

Fast forward to the 21st century, and there are plenty of areas that need upgrading, and thanks to experts like Howard this can be done far more efficiently today than ever before. The suspension for example, where on the D Racer he has replaced bronze bushes with needle rollers in the forks and fitted stronger springs. It's a stiff ride over an uneven road, but steers beautifully on a smooth surface.

The astute among you may also have noticed the larger wheels; now running on 10in rubber rather than 8in, using a conversion first carried out in the 50s, back then using Moto Rumi Bol D'or wheels, today using reproduction rims. Another visually obvious upgrade is the bench seat, one of Howard own products, based on an original Giuliari humped racing seat on a Pegasus base, enhancing the racer feel.

Less obvious is the Series 3 toolbox lock on the back of the toolbox, and extra securing tabs fitted to the inside of the lid, a result of too many D lids jumping ship along the road (I must point out that the short deadline I gave Howard for completion of my racer is why the old flip catches are still on the main box).

Hardly noticeable are strengthened petrol tanks, as C and D tanks apparently suffer from a design fault that enthusiasts have picked up on over the years.

Mechanical wonder

The engines are completely rebuilt from bare casings up, and feature many un-exciting improvements too. Howard tells me he has started to use single side seal bearings to assist the oil seals, as standard seals proved to be a bit weak. The rear axle oil seal is notoriously weak for example.

Howard uses two oil seals here to prevent oil weeping past and affecting the brakes but to get them to fit involves welding and machining work. But longevity is the name of the game here, so it's worth it.

At the top end, despite it being 'racer', he doesn't actually port his barrels, but the transfers are tidied to work better and a high compression head fitted. Having seen inside a genuine factory C Racer engine helps here too, as does specific model knowledge such as knowing the direction of head fins on different models and even different markets!

The standard carb has been bored out, up-jetted and a bell-mouth fitted. Each of these mods is hardly drastic, but, as Howard explained, done correctly and together they all help improve the D's performance. It's not designed to be ultra quick, but faster and to last forever. Again, races in Italy back in the 1950s weren't necessarily just about speed, but reliability too.

Aiding this, Howard has developed his own electronic ignition that utilises a unique purpose built crank manufactured for him in Italy, together with some Indian electronic parts, Series 3 and LD bits. This came from his desire early in the 2000s to

race Ds and the necessity to create a stronger crank to do so, a happy by-product being his 12v electronic ignition, which believe me offers far better headlights than the original 6v points system did! By the way, for those that don't know, a D and LD flywheel rotates the opposite direction to a Series 3, which adds to the complications of using later model parts.

Personal touch

I've got Red Devil number 8, with Howard keeping 1 and 2 for himself (the former especially is his development model and features a fantastic array of experimental parts and features). The owners of the other Devils, Howard tells me, have made a few mods themselves as suits, and I was to be no different. I spotted two genuine NOS Silentium sports exhausts at Rimini Lambretta Centre and for the first time in my scootering life, I bought one on a cosmetic whim. Designed for a D125, it required a special bracket to fit, doesn't seem to add anything to the performance, but bloody hell it looks sexy (and if you agree be quick, as they've only got one left).

I'm not the only one who thinks so either; as I clock up the miles I'm getting compliments on the first shiny scooter I've owned for many a year, as well as its incredibly stylish sports pipe. I can get off my five-speed 225 and onto this three-speed 150 and I love it!

I must sign off though with the answer to questions some of you are asking, which are 'how do I get one?' and 'how much?' Unfortunately, by the time you read this Number 9 is awaiting collection, and most of the final few 150s earmarked. He has considered creating some D 125 Racers but if so there won't be many. Howard doesn't advertise his wares or services either, but if you know him and are interested then do politely ask. You never know your luck.

Andy



subscribe to **Scooter**ing - digital edition

Piaggio MP3 500
The new 3-wheeler
with traction control
& anti-lock brakes

Touring the Balkans
On a classic Vespa
Primavera 125

Made in England
Rare pioneer
Unibus
scooter

SCOOTERING

**Aston
Martin
inspired
Lambretta
SX200**

**Win
a Reevu
crash helmet**
worth up to
£299!

Also Forrest Gump custom Lambretta, accessorised veteran Douglas Vespa,
Kelso Scooter Rally, changing rear hub oil seals, scooter racing & more!

SCOOTERING July 2014
£3.50
07 702 087 192 173
0 702 087 192 173

SCOTT WILKINSON/STYLING: ALANNA



subscribe to **Scooter**ing - print edition

SUBSCRIBE & SAVE



TO SUBSCRIBE VISIT:

www.classicmagazines.co.uk

OR CALL:

UK 01507 529529

LINES OPEN WEEKDAYS 8.30am - 5pm (GMT)



RUSTERATION CONTEMPLATION, PT 4

With things progressing quite smoothly in the cleaning and rescue of original parts, it soon became time to start bolting the scooter back together – taking care to spend as little money as possible that is.



The old saying ‘chrome don’t get you home’ has never been truer than when attempting a Rusturation. While it is perfectly feasible to re-use rusty, but solid, parts, trying to drag extra service out of parts that are well past their best will not do you any favours when it comes to reliability.

Clutching at plates

I mentioned last month that I was contemplating refitting the original clutch plates, well I have done just that. The engine was still full of oil and the plates were in good condition so they have gone back in. Maybe being able to spot a knackered clutch plate from one with some life left in it comes with experience, so if you are at all unsure it’s probably best to bite the bullet and buy some new ones.



Nice shiny new race crank, it might not be a race engine but a good quality crank will last years.



1: Purple, pink and brown wires which transfer power from the stator to the switches.

2: The three wires joined into one to suit the new ignition. Strictly speaking the single wire should be brown but I only had red, and anyway its mine so I can use whatever colour I want!

3: The sheared off headlight rim screw.

4: After running a pilot hole and then the 3.5mm drill bit through it, you can see the edge of the original screw, which wound out with the 4mm tap.



One area where cutting corners does not pay is what can be considered the heart of the engine, the crankshaft. I had contemplated using the original points ignition system but in the end opted for electronic, purely because I was offered a complete system including CDI and rectifier for £60 on an internet forum after putting a wanted ad on there. This was to fit a GP type crank taper and so again I picked one up from a forum, a Mazzucheli 'race' item for £85 brand new and including little end bearing; a 175 cylinder, piston and head for £40 and a 22mm Jetex carb and manifold for £10. The bearings in the engine were fine, as were all the other internals, so once again if it ain't broke...

and saved the original wiring loom which is of a far better quality than most of the looms currently available.

Busted screw tip

Another little problem was the headlight rim screws which sheared off in the headset top. Bugger. Some people might reach for the easy out kit but not everyone has one, and personally I think they can cause more damage. I find that using a new 2mm drill bit and drilling through the centre of the sheared screw, then very carefully going through again with a 3.5mm bit will get the

stub of screw moving. If it is still stuck when you have drilled right through then a 4mm tap through the hole should get it out.

Obviously using a bit of heat helps but if you are trying to save the paint then taking your time and a steady hand should suffice, good quality drill bits are available from Screwfix cheap as chips, as are thread taps.

With the engine back in the frame, a one piece wiring loom in place, forks fitted and a bit of spit and polish on the paintwork it was time for Coronation Street, a cup of tea and a warm by the fire...

Barrie

Electronic tricks

For some reason the wiring loom had been cut and the junction box removed so a little bit of soldering was required on that. On the original wiring system the purple, pink and brown wires were used to power the brake light switch and main light switch. With an electronic system one wire from the stator, either the red or yellow depending on manufacturer, provides the power output for lights and horn.

Many people think that when converting to an electronic ignition the wiring loom must be changed when in reality all you need to do is join the purple, pink and brown wires together and plug them into the power output from the rectifier to make your lights work. In this case because the wires had been cut I simply soldered the purple, pink and brown to a single wire which gave me the length needed to reach the rectifier



SCOOTER TRADER



TASS
THANET AREA SCOOTER SERVICES

Vespa **Since 1988** *Lambretta*

Sales, Spares, Accessories,
Tuning, Servicing, Repairs & Restorations

Visit our website and shop online:
W.W.W. t-a-s-s.co.uk

Or visit us at our busy Margate shop
114 Northdown Road, Margate, Kent, CT9 2RE
Tel: 01843 292440
Email: sales@tassscooters.fsnet.co.uk



Derby | Tel 01332 405231 | 07771 612789
★ **www.kandsscooters.co.uk** ★
Email: kandsscooters@googlemail.com

LARGEST STOCK OF LAMBRETTA & VESPA SPARES & ACCESSORIES IN THE COUNTRY

VESPA PX, GS STYLE BODY WORK KITS NOW IN STOCK
All steel, perfect fit, available in bare metal, primer or top quality chrome
PRICED FROM £250 A SET



ALL ITEMS NOW IN STOCK - All items available separately.
GS type rear lights to fit PX also in stock, £35
We have recently purchased a large quantity of very rare GS160 and SS180 spares, please call for details.
ALADDIN'S CAVE OF PARTS AND ACCESSORIES !

South West SCOOTERS

KEEPING YOU ON THE ROAD FOR 2015

Vespa, Lambretta, Auto and GTS specialist
Full workshop facilities
Fully equipped for diagnostic testing

01935 475574

 5 CENTRAL ROAD, YEOVIL, SOMERSET BA20 1JL



Mike Phoenix Scooters Limited

Unit 13 Denton Enterprise Centre, Pitt Street, Denton, Manchester M34 6PT

NEW OPENING HOURS:
Mon, Wed, Thurs, Fri 9-5.30, Tues 9-5,
Saturday please phone first. Closed Sunday.

For all your Lambretta & Vespa parts **www.mikephoenix.co.uk**

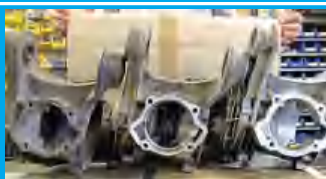
Please note we have moved

NOW AVAILABLE

125/150/175 CASINGS CONVERTED TO 200 CASINGS

We machine the casing mouth from 70mm to 75mm to accept 200/225cc cylinders. We also blank off the original 125 spacings, machine drill and tap to 200cc spacings.

Machine your casing **£149 + VAT** Ready done casings **£299 + VAT**



mugello
CYLINDER KIT
VERSION 4
186cc £435
200cc £435
225cc £435

FRAME & FORK JIG
Accurate Measuring and Rectification for all Series 1/2/3 and 6P models



CARBURETTOR
HUGE RANGE CARBS, MANIFOLDS, JETS ETC.

Official suppliers of

Targ Twin 250cc

Supplied with our unique fixed jet carburettor system. Please telephone for more details



MISANO ENGINE CASING COMPLETE



This is the future
£1799

EXHAUST

JL & ANCILLOTTI

Ancillotti **£165.00**

JL 3 **£285.00**

JL 4 **£285.00**

e-mail phoenixscooters@btconnect.com **ON-LINE WEBSITE: www.mikephoenix.co.uk**



ADVICE IS FREE, SO RING US ON **0161 336 1636**



SCOOTER TRADER



On Small Wheels

Morriston, Swansea
South Wales Number One Scooter Workshops



Spares & Accessories for all Classic and Modern Scooters, Repairs, Tuning & Restoration Specialists, Resprays, Also Insurance approved repairers

Tel: 01792 421846 / 07980 943726

www.onsmallwheels.co.uk



PIAGGIO



SIP
performance & style

scoot RS



PM TUNING
Racing & Performance



Vespa T5 Parts

Side panel badge.....	£4.95
Cutch basket.....	£9.99
Horncover.....	£12.25
Bearing kit.....	£56.00
Kickstar lever.....	£40.00
SSC Performance pipe.....	£120.00
Crank.....	£135.00

Sponsors of www.allwalesscoterforum.co.uk

Wildcat

SCOOTERS
INNOVATION IN MOTION

SALES • SERVICING • PARTS • TUNING



50 125 300

2 years parts and labour warranty

WALES'S ONLY SCOMADI DEALER

Wildcat Scooters Ltd, 43 Albany Street,
Newport, South Wales NP20 5NG

01633 549545

wildcatscooters@gmail.com

**ORDER YOUR
125 NOW!**



Essex Classic Scooters

Tel: 01702 410017 - Web: www.essexclassicscooters.co.uk



Lambretta

Vespa

New home of Ken Cobbing Ltd



T-shirts,
polo shirts &
wheel covers now
available

**Why not pre-order items to collect on the
Isle of Wight at rally time - Come & see me at the
Wishing Well pub in Ryde to view my range of stock!!**

• Repairs • Parts • Sales • Welding • Paint & Bodywork •
Full Restorations • Servicing • Engine Upgrades & Rebuilds

From sales of restored examples, to working to your own
custom or classic restoration design, we are sure we can give
every scooter enthusiast everything they need!

FULL RESTORATION SERVICE - AVERAGE COST £3,000 + PARTS

**We have a vast array of scooters & parts in stock.
Mail order available. Please contact us for more details.**

Essex Classic Scooters - a love affair with Scooter life!

343-345 Eastwood Road, Rayleigh, Essex SS6 7LH

Opening Hours: Tues-Sat 9am-5.30pm Sunday & Monday - CLOSED

PSN SCOOTERS

492 Bradford Road, Batley, W. Yorks WF17 5JY

Tel: 01924 445449

- Builders of one off powerful engines for road or race use
- We have full tuning and dyno facilities geared or auto scooters
- We are mail order specialist and a Malossi Tech Centre.
- Lambretta Auto conversions and engine build and tuning

Well done to
Ryan Clipstone
on winning the
Uffy Memorial race
at Lyden
Hill -
from the
back
of the
grid
as
well!



PX125 SIP Road 2
Exhaust

£95.99 incl.
UK mainland delivery.

MALOSSI

Step 6
performance is our mission

GIANNELLI
SILENCERS

OTHER BRANDS WE STOCK ARE

polini
LeoVince

SIP

VE
Parts
and
Spares

PM TUNING
Racing & Performance

**GET THE BEST PRICES AND ADVICE
FROM US ON 01924 445449**

FREEPOST ON ORDERS OVER £90

(VIA CARD THROUGH OUR WEBSITE)

www.psntuning.co.uk

Scooter Restorations

Lambretta

scooterrestorations.com



FREE UK MAINLAND DELIVERY ON ORDERS OVER £100.00

CASA LAMBRETTA UK DEALER

New Tel No. 0115 967 1405



Dual Seat Cover
(Cream & Red)
£90.00 **NEW**



Series 2 Exhaust &
U-Bend with Tail Pipe
£115.00 **NEW**



Red Rubber Set
(Brake Pedal, Kick
Start, Stand Feet)
£14.95 **NEW**



Model A/B/C/D/E/F
Headlight Rim
£18.00 **NEW**



D/LD Round Rectifier
£49.95 **NEW**



Rear Suspension Unit
(Series 3) Red Spring
(300mm between centres)
£35.00 **NEW**



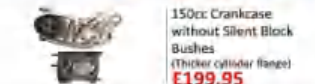
GP/SX/TV Silentblock
Bush (3-Holes)
SIL (a pair)
£18.00 **NEW**



Side Panel Handle
Assemblies (Pair)
Early Series 3
£20.00 **NEW**



Blue Rubber Set
(Brake Pedal, Kick Start,
Stand Feet)
£14.95 **NEW**



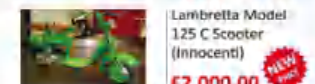
150cc Crankcase
without Silent Block
Bushes
(Thicker cylinder flange)
£199.95 **NEW**



Fork Link Extra Large
Disc Brake Lower
Buffer (Bolt in Type)
£3.00 **NEW**



Handlebar Levers
Series 1 & 2
(Small Ball End)
£9.95 **NEW**



Lambretta Model
125 C Scooter
(Innocenti)
£2,000.00 **NEW**



Lambretta LD125
MK I Scooter
(Innocenti)
£1,995.00 **NEW**



Junction Box (with Accessories)
Series 1 & 2 (125cc)
£16.50 **NEW**



Drive Side Bearing
Flange (Steel)
£9.95 **NEW**



Series 1 Petrol Flap
with Hook
£19.95 **NEW**



Casa 75cc
Cylinder Kit
£179.95 **NEW**



D/LD MK II Alloy
Handlebars
£49.95 **NEW**



TV175 Series 1 Engine
Mount Bush R/H
£25.00 **NEW**



Vega/Lui Wheel Rim
(Silver)
£49.95 **NEW**



LI/TV/US/SX
'Casatronic' 12V
Electronic Ignition
Kit
£299.95 **NEW**



LI Series 1 & 2 LI125/
LI150/TV175 Horn
6V DC (Italian)
£29.95 **NEW**



Junction Box
(For Italian Imports)
£12.50 **NEW**



Vega 75 Chrome
Headlight Rim
£39.95 **NEW**



Vega 75/Lui CL Rear
Headset Embellisher
£20.00 **NEW**



Vega/Lui Engine Silent
Block Bush
£25.00 **NEW**



LI Series Flywheel
Cover (Polished
Stainless Steel)
£20.00 **NEW**



TV/SX/GP Slim Front
Dampers a pair
(Escorts)
£22.00 **NEW**



Final Drive Bearing
(SKF)
£24.00 **NEW**



Round Mirror with
11" Chrome Stem
& D-Clamp (Set of 10)
£49.95 **NEW**



LI Series 1, 2 & 3
S/S Locking Petrol
Cap Cover
with Keys
£9.95 **NEW**



Inside Legshield
Spare Wheel Carrier
(Chrome Silver Paint)
Series 3
£45.00 **NEW**



Rear Horizontal
Spare Wheel Carrier
(Chrome Silver Paint)
Series 3/GP
£35.00 **NEW**



NSU Lambretta
Scooter (German)
Light Blue
£3,000.00 **NEW**



Lambretta Model 125
E Scooter (Innocenti)
£3,000.00 **NEW**

10% OFF
Orders over **£100**
Discount only applies to items which are not on special offer*

FREE UK DELIVERY **UK MAINLAND ONLY**
ON ORDERS OVER **£100.00**



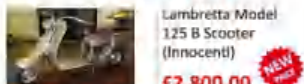
LI/TV/SX Disc Brake
Fork Links (a pair)
£50.00 **NEW**



Drive Side Oil Seal
33.50.6 (Viton)
£6.95 **NEW**



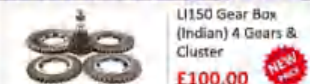
Clutch Compressor
£25.00 **NEW**



Lambretta Model
125 B Scooter
(Innocenti)
£2,800.00 **NEW**



Lambretta 125 F
Scooter (Innocenti)
£2,500.00 **NEW**



LI150 Gear Box
(Indian) 4 Gears &
Cluster
£100.00 **NEW**



42mm KBA Clubman
Exhaust & U-Bend
£85.00 **NEW**



Rear Brake Pedal
with Black Brake
Pedal Rubber
& Bush
£15.00 **NEW**



Lambretta 125 LC
Scooter (Innocenti)
Cream
£1,995.00 **NEW**



Lambretta 125
Model A 3rd Series
Scooter (Innocenti)
restored by Vittorio Tessera
£12,500.00 **NEW**

NEW **Casa Lambretta** & SR PRODUCTS NOW IN STOCK



Opening Hours: Monday - Friday 9.00am - 5.30pm

98-100 Rolleston Drive, Arnold, Nottingham, NG5 7JP

0115 967 1405 • scooterrestorations.com • sales@scooterrestorations.com

International delivery to over 50 countries | Gift Vouchers | Free advice and support for your restorations | Secure online shop
Minimum order - £10.00 | All major credit cards, BACS, postal orders and cheques taken



SPECIALIST SERVICES

BUSINESS FOR SALE

FOR SALE scooterworks uk

Tower Bridge, London
est. 1997

London's most central classic scooter business is being offered up
OFFERS AROUND 100K CONSIDERED

A unique opportunity for the right person

Call Craig 07977 464121 or email
craig.scooterworks@gmail.com

CHROMING

QUALITY CHROME.CO.UK

Visit our new on-line shop www.qualitychrome.co.uk

Specialist Electro Plater & Polishers



Images courtesy of Richie Lunt

We can have your parts collected from your door on next day delivery anywhere in the UK. Phone today for friendly advice. Don't throw money at your scooter without thinking about it. Consult the experts in this field. Ask for Karl or Keith.

UK's No.1 FOR CUSTOM CHROME

TEL: 01482 - 589838

• qualitychrome@qualitychrome.co.uk •
• www.qualitychrome.co.uk •

Units 1 and 2, Malton Street, Withan, Hull, East Yorkshire, HU9 1BA

CARBURETTORS



PRODUCTS

Jets from £1.50 each
Tuning kits from £11 each
(pk of 10)



Special Prices offered for dealers and shops

Prices incl VAT. Visit our website for P&P costs

www.kmtproducts.co.uk

Email: info@kmtproducts.co.uk Telephone: 0208 0900573

Reg Add: 2nd Floor, 2 Woodberry Grove, London, N12 0DR Comp Reg No: 09500776 / VAT Reg No: GB211387924

CUSTOM LAMBRETTA PARTS

CHAS SPEED FABRS



CHAS SPEED FABRS

07875
775891

Email: chassspeedfabs@yahoo.co.uk
www.chassspeedfabs.co.uk

Now stocking tyres
• Continental
• Pirelli
• Dunlop
• Michelin
• Bridgestone



Bead Blasting and Polishing available

[FedEx](http://www.fedex.co.uk) See our full range of bespoke Lambretta parts online

COVERS



Scooter Covers

from Cover Systems (sc)

www.cover-systems.co.uk/sc

PROTECT YOUR INVESTMENT

PRICE EXAMPLES BELOW - please phone for the price of a cover for your scooter

	Outdoor	In-Garage	Bike Bag
Aprilia SR50	£51	£37	£104
Gilera Runner	£51	£37	£104
Lambretta	£50	£36	£104
Peugeot Speedlight	£51	£37	£104
Vespa/Vespa Classic	£50	£36	£104
Yamaha Majesty	£62	£44	£117

All prices include:
VAT, FREE DELIVERY and HOLDALL
We also cover caravans, cars & motorcycles

01933 410851

Mon-Fri 9-5.30, Sat 9-12.30
Rushden NN10 0YD



NUMBER PLATES

scooterbox

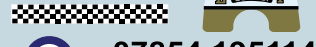
www.scooterboxclassicplates.co.uk

Add a Border and Sticker at NO EXTRA COST

BOX 234 £12.00 PERSPEX BLACK & YELLOW	BOX 234 £19.00 PERSPEX BLACK & SILVER	PTU 299 £27.00 PRESSED METAL NUMBER PLATES
--	--	---

318 XUX
£17.50 a pair
ALSO IN BLACK & WHITE
SELF ADHESIVE CURVES

PX GS
TV LI
FLY SCREEN GRAPHICS



07854 195114
01933 390143

www.scooterboxclassicplates.co.uk

PAINT & GRAPHICS

TOTAL SCOOTER PAINT SHOP

Lambretta Vespa



Shot Blasting Priming
Bead Blasting Spraying
Metallic Paints Pearl Finishes
Glitter Flake
Panels Filled and Repaired

EXCELLENT PRICES
QUALITY FINISH

Old Yard Workshop Vansittart Est
Windsor Berks SL4 1SE
Phone: 0044 (0)1753 866211
Fax: 0044 (0)1753 832324
E-mail: support@swallowsprays.co.uk
www.swallowsprays.co.uk

07854 195114
01933 390143

www.scooterboxclassicplates.co.uk

MOTS

FREEWAY SCOOTERS

Mot Test Station
Mopeds, Scooters
& Motorcycles

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

OPEN:
Tue-Fri
9-4
Sat 9-1

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

Unit 6, Belmont Yard, Belmont Road,
Whitstable, Kent, CT5 1QJ
Tel: 01227 277 865 Mob: 07951 405 203
www.freewayscooters.co.uk
Stockists of electric cycles & ebikes

topscooterpaintwork.co.uk

07934 442 514

'Living for scooters'

07934 442 514

'Living for scooters'

07934 442 514

'Living for scooters'

07934 442 514

'Living for scooters'

07934 442 514

REGISTRATIONS

Lambretta and Vespa Authentication Letters £7 (DVLA accepted)

Contact Pete Davies via email: blaauthentications@hotmail.co.uk

Full details on our website: www.britishlambrettaarchive.co.uk

95 Grove Road, Leicester LE8 4DH

PayPal

REGISTRATIONS

Got an unregistered Scooter Or even a Vespa?

07836 544059 E: robskipsey@talktalk.net

*Baffled with NOVA and DVLA legislation?
Ring me and let me sort it out for you!
All registrations undertaken and can supply and
transfer 60/70s plates.*

GOT AN INDIAN LAMBRETTA?
It looks Italian but the number plate
gives it away!

I can supply an old Italian
looking number,
eg FVN 212J from £69 + DVLA fee.

OR GOT A JET 200SX LOOKALIKE?
Why not get a 1960's number to make it
look Italian.

Have you got a pre-73 seven digit plate, but
would prefer a six digit one???

We have them for most years, contact us for
more details.

2 VICARAGE WALK, NORTH CAVE, BROUGH, E YORKS HU15 2PH

SAFETY SHOES

TSI

The Shoe Initiative

comfort, protection, style

TSI Urban Riders TS-01



£69.99
inc. P+P UK mainland

This casual hi-top ankle boot gives you protection and fashion in one. Designed for comfort whether riding or walking these boots incorporate an elastic lacing system to ensure a perfect fit along with a 'touch and close' strap for that extra adjustment. The uppers made of leather and PU coated leather have built-in ankle, toe and heel protection along with a removable padded insock for extra comfort. The boot has a high wear-resistant rubber sole which gives good slip resistance too.

www.tsishoes.com

SCOOTER PAINT SUPPLIES

**Lambretta
Paints**

Manufacturer and Supplier of Paint

AEROSOLS — TOUCH-UP — ACCESSORIES

ORIGINAL COLOURS BY **LECHLER**

**10% OFF
ONLINE ORDERS**

Use the code below at checkout

SM10SEP

Lambretta-Paints.co.uk

info@Lambretta-Paints.co.uk

(0151) 355 2229

All the Rider Needs
F FOWLERS
EUROPE'S LARGEST **GENUINE** PARTS STOCKIST

PIAGGIO **Vespa** **aprilia**
DERBI **GILERA**

**SPARES
BY MAIL ORDER**
Same day dispatch!
0117 971 8881
e: spares@fowlers.co.uk
2-12 Bath Road, Bristol, BS4 3DR

LOOK!
All these
brands also
available...

order online at...
www.fowlers.co.uk/scoot

HONDA KAWASAKI **YAMAHA** SUZUKI YAMAHA TRIUMPH **PIRELLA GUSTI**

Bikesure
Freethinking Insurance

Call now
for a FREE quote

INSURANCE FOR YOUR SCOOTER



POLICY BENEFITS CAN INCLUDE:

- FREE Legal Expenses
- Chinese and Import Bikes covered
- Modifications Cover
- Cover for Young Riders
- Cover for Convicted Riders
- Laid-up Cover

CALL US TODAY FOR A FREE QUOTE

0800 032 5350
BIKESURE.CO.UK

AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY.

SCOOTER TRADER

WM WALLASEY MOTORCYCLES



SPECIAL OFFER

£300 FREE Rider Pack on all Piaggio & Aprilias
£400 worth of FREE Accessories on all Vespas
CURRENT STOCK ONLY



MERLIN

HYDRO FULL SUIT
£99.99!

**VISIT OUR
CLOTHING
AREA IN
STORE!**



PIAGGIO



GILERA

110 TAKE LANE, WALLASEY, CH45 5DE
TEL: 0151 637 2225 [f/WallaseyMotorcycles](https://www.facebook.com/WallaseyMotorcycles)

Liverpool



PIAGGIO

NEW *Vespa*

STORE OPEN IN LIVERPOOL

209 GREAT HOWARD STREET L5 9ZH
TEL: 0151 298 9291



*Available from your
nearest AJS stockist*

Visit www.ajsmotorcycles.co.uk
 or call 01264 352 712
 for more information



Many colour options including two tone.
 No extra cost.

*SRP Prices include delivery to the dealer (standard UK regions), Pre Delivery Inspection, full build up, number plate and 12 month warranty. Check our web site for the full warranty details. Prices may vary according to dealer locations and dealer packages and offers. Government first vehicle registration tax and vehicle excise duty are not included and will be added at the current rate.



find us on facebook



BUZZ

SOLOMOTO

CLASSIC SCOOTERS

Halifax, West Yorks HX1 5SR

TEL: 01422 385818

Probably the Biggest selection of spare parts for geared Vespas and Lambrettas this side of Milan.

CHECK OUT OUR HUGE **ebay** SHOP -
www.stores.ebay.co.uk/buzzsolomoto



Ebay and Mail order specialists
Check out our feedback and shop with confidence



SCOOTERS FOR RESTORATION

We have over 100 classic Scooters, Lambrettas and Vespas, Italian and Spanish for you to buy and restore yourself.



Our stock is constantly changing, come up, have a look around and see for yourself.

OVER 300 SEATS NOW IN STOCK

Casa, Bosatta, Mec-eur and Pinasco

Mec-eur 58mm GP crank.....	£120.00
Mec-eur PX 125/200 cranks from.....	£110
Lambretta Surflex clutch plates.....	£19.00
Casa 185 Small Block kit.....	£450.00
Casa bulb holders.....	£9.50
Casa headlight units from.....	£40.00
Casa S1/S2 floor runner end caps set of 12.....	£12.00
Casa S3 floor runner end caps set of 8.....	£10.00
Casa G.P. floor runner end caps set of 8.....	£10.00
Casa G.P. Sharks teeth, set of 2.....	£10.00
Casa S2 complete floor kit with S/S fixings.....	£49.99
Casa S3 complete floor kit with S/S fixings.....	£49.99
Casa G.P. complete floor kit with S/S fixings.....	£49.99
Casa S2 and S3 toolbox lock and keys.....	£24.00
Casa S2 steering lock and keys.....	£24.00
Casa S3 steering lock and keys.....	£25.00
Casa S3 special/T.V panel flashes.....	£36.00
Casa S3 S.X.200 panel flashes.....	£45.00
Casa S3 rear frame badges.....	£10.50
Casa S2 full rubber pack.....	£55.00
Casa S3/G.P full rubber pack grey or black.....	£55.00
Casa Complete rebuild packs from.....	£185.00
Bosatta smoked indicator lenses x4.....	£12.00
Pinasco vespa 177 kit.....	£180.00
Pinasco vespa 177 alloy kit.....	£255.00
Pinasco 215 alloy kit.....	£335.00
Pinasco 225 alloy kit.....	£359.00
Pinasco exhausts, all models from.....	£219.00

NOW STOCKING GENUINE PIAGGIO PARTS FOR VESPA PX

Bearings, oil seals, cruxiforms,
brake pads etc... Fit the best!

DEALS OF THE MONTH

Genuine Italian Ducati CDI.....	£29.95
PX chrome front mudguard embellisher.....	£15.00
PX side panel crash bars with footrests.....	£48.00
PX chrome front carrier.....	£49.95
PX rear hub complete.....	£29.99
Quality Italian PE or PX speedo cable.....	£5.50
S2 + S3 Italian speedo cable.....	£6.95
Lambretta silver painted wheel rim Italian.....	£20.00
Vespa T5 Mec-eur barrel and piston with ring.....	£199.95
Vespa PX seat lock assembly and keys.....	£12.00

SPANISH LAMBRETTA PARTS EXCLUSIVE TO BUZZSOLOMOTO

S2 Winter model headset, complete top and bottom inc. headlight rim.....	£215.00
S2 Turning front mudguard with clamping rings.....	£95.00
S2 Horncast to suit turning mudguard.....	£115.00
S2 Mudguard surround/embellisher s/s.....	£55.00
S2 and S3 Eibar horncast badge.....	£10.00
Jet 200 legshield badge top quality.....	£10.00
Hand stitched Spanish seat covers, 100% authentic with El Tigre badge.....	£130.00
El Tigre Spanish seat badges.....	£5.00
Casa Spanish rear frame badges, cream or black.....	£10.50
Casa Jet floor mats, in grey or black.....	£52.00
Casa Jet rubber air hose, carb/toolbox.....	£9.99
Casa Jet air filter in toolbox.....	£9.99
Eibar quality metal keyring and chain.....	£8.00
Eibar metal lapel pin badge.....	£6.00

**Lambretta Series
Three body rubber
kits.**

Available now in five
colours. Suitable for L.I.
S.X. T.V. and G.P.
**Introductory offer of
£49.95 per pack**

**MICHELIN AIRSTOPS
NOW £8.50!!**

Oil - Spark Plugs - Cables - Bulbs - Wheel Rims - Tyres - Tubes - Exhausts - Panel Work - Electrics - Racks - Badges - Seats - Chrome & Stainless accessories.

WWW.BUZZSOLOMOTO.CO.UK

WWW.SCOOTERING.COM | 93

BACK ISSUES

**£4.95
EACH**
(inc p&p)

For EU and ROW, please see
www.classicmagazines.co.uk

Whether it's recent releases or vintage copies, step back in time and browse through the ages with the *Scoter* back issue collection.

MORE THAN 250 ISSUES AVAILABLE TO ORDER TODAY AT CLASSIC MAGAZINES.



JANUARY 2015

- A converted TMZ Tula Muravej
- Scooter in the 60s



FEBRUARY 2015

- Scooter Buyer's Guide to Riding Kit
- A Douglas Vespa 92L2



MARCH 2015

- Chrome refurbishment
- Gaskets & sealants



APRIL 2015

- The BSG 209cc Touring Smallframe
- Scomid 172 2T: the next big thing?



MAY 2015

- 125cc Road Test – Vespa Vs Vespa
- Tested – Casa SS225 Kit



JUNE 2015

- Show Us Your Scoots!
- Vespa PS240



JULY 2015

- Exclusive – Innocenti Super Scooters
- Sticky's 15 Scooter Touring Upgrades



AUGUST 2015

- Classic Interview – Tales of Vespi
- EuroLambretta 2015

OTHER ISSUES ALSO AVAILABLE – ORDER YOUR BACK ISSUES NOW!

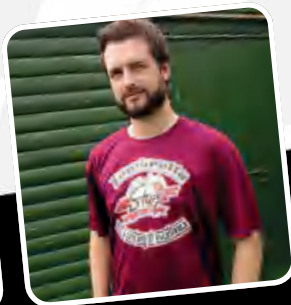
December 2014, November 2014, October 2014, September 2014, August 2014, July 2014, June 2014, May 2014, April 2014, March 2014, February 2014, January 2014, December 2013, November 2013, October 2013, September 2013, August 2013, July 2013, June 2013 – stretching back until October 1987!

2 EASY WAYS TO ORDER

CALL: 01507 529529 **ONLINE SHOP:** www.classicmagazines.co.uk



**Much
More on
the Web
Page**



Five Acres
East Heslerton Nr Malton
North Yorkshire YO17 8EN

T: 01944 710693
www.afrayspeed.co.uk

T: 01944 710693

F: 01944 710081

E: af@rayspeed.demon.co.uk



Rayspeed Ltd



New Website Launched! Over 70,000 Items Listed
www.readspeedscooters.com

f Follow us on Facebook **t and Tweet us on Twitter**

Main Agent for



**READSPEED
SUPERGRIP
LAMBRETTA 4 PLATE
CLUTCH**
"The New
Standard"
£14.99



**BREATHE LIFE INTO
YOUR CYLINDER**
Upgrade your old barrel and head
150 to 175 **£165**
conversions from
200 to 225 **£185**
conversions from
Porting work available on request



**OXFORD
HERITAGE
DRY WAX
JACKET**
(available in
3 colours)
£169.99



**HJC HERITAGE
ITALIAN 70S
OPEN FACE
HELMET**
£119



**OXFORD PILOT
WATERPROOF
GLOVES**
£29.99



**NEW READSPEED
VESPA ZEUS CDI**
Unlock your New Vespa PX
potential!
A "Must Fit" if you are using
performance spares.
£79.99



**LAMBRETTA & VESPA STANDARD OR
BESPOKE ENGINE BUILDS**



**READSPEED
LAMBRETTA /
VESPA 8 STAGE
ADJUSTABLE
CDI**
£84.99



**NEW READSPEED
LAMBRETTA
ADJUSTABLE REAR
SHOCK ABSORBER**
£139.99
**NEW REVISED
MODEL**



**VESPA PX125-150
UPGRADE KIT**
As reviewed in **SCOOTERING**
To fit 2012 models
onwards
Now Only £380



**Official Vespa & Piaggio
Service Centre**
Buying a New Scooter?
Why not try us for a price!
0% FINANCE AVAILABLE
**UK MAINLAND DELIVERY
ONLY £99!**



**DUNLOP
SCOOTSMARTS**
P Rated Tyre
3.50 x 10"
£29.99
Or 3 For
£83.99



Tel: 01299 828037 Fax: 01299 827442

E-mail: jerome@readspeedscooters.com www.readspeedscooters.com

39 MITTON ST, STOURPORT-ON-SEVERN, WORCESTERSHIRE DY13 9AQ

SCOOTER TRADER

ECLIPSE SCOOTERS

Demonstrator
Beverly 350
AVAILABLE NOW

VESPA PX125/150
ALWAYS
IN STOCK



VESPA
PRIMAVERA
TOURING IN STOCK



MP3 500
Demonstrator
IN NOW

VESPA GTS 300
TOURING IN STOCK



PRE REGISTERED SPECIALS
MP3 500 LT EX DEMO £6450
BEVERLY 350 EX DEMO £4100
1x red Vespa Sprint
1x red Primavera
ZIP 50cc
Contact for details

Accessories, Parts, Tyres
Full service & MoT facilities



PIAGGIO

Find us on
Facebook

Tel: 01875 611400

Email: enquiries@eclipsescooters.com

www.eclipsescooters.com

WWW.
westsussexclassicscooters
.co.uk

West Sussex Classic Scooters

Lambretta & Vespa Specialists



SUMMER SALE
special offers
available, why
not pay us a
visit!!

PROBABLY THE LARGEST
SELECTION OF ITALIAN
SCOOTERS IN ENGLAND...!

ALL BIKES ADVERTISED ARE IN STOCK AND AVAILABLE FOR IMMEDIATE COLLECTION

A small deposit will secure the scooter of your dreams -
call us with your wish list!!!

Around 45 bikes in stock - 99% are Italian/English bikes....
GP 125/150/200, TV Series 2/3, SX Replica, Jet 200, 2 Specials - Golden/Silver,
Sportique, SS90, 1 Rally 200, Eddy Grimstead 200 Hurricane SS, 4 GS's 150/
160, 11 Li's, Vespa Bambini Sidecar as new, last to leave factory, Outstanding
TS1 34bhp every extra £POA, 4 Bargains (LI's & PX) to name a few...

All restored to a HIGH specification

LOTS OF SECONDHAND GENUINE LAMBRETTA
SPARES FOR SALE

Tel: 07940 354424

Unit 21 Church Farm, Old Park Lane, Bosham, Chichester, West Sussex
Open 8am - 5pm Saturdays, by appointment rest of the week.
Trade Enquiries Welcome



PRINCIPAL
INSURANCE

Call us FREE on:

0808 178 2978*

Find out more at www.principalinsurance.co.uk

A fresh approach
to insurance

Scooter
Commuter
Multi Bike
Sports
Custom

Classic
Agreed Value
UK & EU
Breakdown
Recovery

Principal Insurance is authorised and regulated by the Financial Conduct Authority. Calls may be recorded for training and monitoring purposes. *Calls are free from a landline, mobile providers may charge.

Principal Insurance Ltd, Dalton House,
Dane Rd, Sale, Manchester M33 7AR.

SCOOTER TRADER

LOOKING FOR A SCOOTER? THEN LOOK NO FURTHER

Upload your free advert today – www.scootertrader.com



Check out the
NEW LOOK
website today!

Text-only adverts are **FREE!**

- ➔ Upload your advert at www.scootertrading.com
- ➔ Post the coupon below or fax to 01507 371064
- ➔ We cannot accept Reader Adverts over the phone



Scooter Trader is the world's biggest, best and most trusted way to sell classic, modern and modified scooters, plus parts and accessories too.

We've recently revamped our website to make it easier to use, including pictures, videos and the best security in the business to guarantee you a safe and easy purchase.

Scooter Trader offers a range of packages for private and trade sales, while a basic text advert is totally free for private sellers!

Two easy ways to sell your scooter:

- 1 – visit www.scootertrader.com
- 2 – complete the form below and return it to Scooter Trader, PO Box 99, Horncastle, Lincolnshire, LN9 6LZ

If you are a trader, give our advertising department a call on 01507 524004 for our latest display ad rates.

Terms and conditions for private advertisers

1. The advert copy provided by the customer must be legal, decent, honest and truthful and comply with the code of the Advertising Standards Authority (www.asa.org.uk). Scooter may amend the advertisement to ensure compliance with these requirements.

2. Scooter is not able to verify the truthfulness of any statements made by a

customer in the advert copy. Accordingly, the customer will be responsible for any losses, expenses or other costs incurred by Scooter which are caused by an untrue statement made deliberately.

3. In order to meet its production and other editorial requirements, Scooter reserves the right to re-classify, edit the copy or

alter the size or colouring of any advert.

4. Photo adverts are only available in the Scooter trader section. We are happy to accept reader adverts for spares, scooter sales and wanted, but these may appear without photographs.

5. Whilst every effort is made to include your free advert correctly, due to the large volume of

adverts we receive, we are unable to take telephone calls should an error occur. You are welcome to resubmit your corrected advert for inclusion in the next available issue.

6. For magazine use we can only accept one photograph per coupon.

7. Please enclose a stamped address envelope if you would like your photograph to be returned.

Scooter Reader Adverts

Make	Model			
		Telephone	Email	Area/County

Name:

Address:

Signature: Date:

I confirm that I am not a dealer

Choose a section

- | | |
|--|--|
| ☐ Automatics | ☐ Vespas for sale |
| ☐ Lambrettas for sale | ☐ Vespa spares |
| ☐ Lambretta Spares | ☐ Vintage scooters |
| ☐ Miscellaneous | ☐ Wanted |
| ☐ Stolen | ☐ Picture enclosed |

OFFICE USE ONLY

MONTH

CODE

On occasions Mortons Media Group, publisher of Scooter, shares selected information with its sister companies within the Mortons Group of Companies and with other reputable companies, who may contact you about products and services that may be of interest to you. If you DO NOT wish to have the details given here passed on, please tick this box ☐

SCOOTER TRADER

RAYDYOT SCOOTBOOT



genuine metal accessory luggage box, 55+ years old, believed unused, golden tick, all lid trim, plus fixing accessories, serious offers Tel. 07787 931 579. Lincs

HONDA PCX 125



Special, twin chrome exhaust, mirrors, Givi screen, 12v socket, mint, 64 reg, first service done, £2400 Tel. 077890 61218 (no text messages please). Yorks

LAMBRETТА GP



finished in metallic black, frame and panels shot blasted and re-sprayed to a standard, stainless steel & chrome, MoT, £2400 Tel. 01453 860222.

LAMBRETТА GP150



fully restored 1980, sand blasted panels before respray, 10km since rest, orig Indian paperwork & Nova letter inc, £2500 Tel. 01163 320713. Leics

LAMBRETТА GP150



restored, 1976, sand blasted before respray, new tyres, cables, exhaust, carb & elects, orig Indian paperwork & Nova letter inc, £2750 Tel. 01163 320713. Leics

LAMBRETТА GP225



Race Tuned, custom brand new, beautiful GP225, highly tuned and hand built from scratch sparing no costs, £7295 Tel. 07964 801313.

LAMBRETТА LI125



1963, professionally resprayed in 2010, reliable runner, used mostly around town, MoT until April 2016, rear luggage rack, £4200 Tel. 07443 432896.

LAMBRETТА LI125



1966, Italian, Series 3, UK reg with V5C, free of road tax, & MoT'd in April 2015, first reg in UK in April 2001, £5250 Tel. 07887 520220.

LAMBRETТА LI125



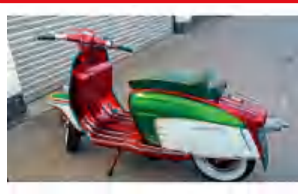
manufactured 1964, historic vehicle so zero rated for road tax, MoT till Feb 2016, recently serviced with receipts, excellent bodywork, £4000 Tel. 07970 547515.

LAMBRETТА LI125



Series 4, SX200 engine, registered with the British Lambretta Archive this LI125 is thought to be one of 11 in the UK, MoT, £3250 Tel. 07867 330465.

LAMBRETТА LI150



1966, Silver Special with 225 TS1 engine, built by Chalky at Replay Scooters, £5500 Tel. 07736 507139.

LAMBRETТА LI150



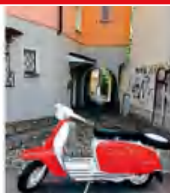
Special, genuine Italian 1966 model, nut & bolt, restored by previous owner, new clutch, 12 months' MoT, £3750 ono Tel. 07838 369970. Staffs

LAMBRETТА LI150



Series 1, 1959, original vintage iconic classic, MoT, starts and runs, £3195 Tel. 01608 664122.

LAMBRETТА LI150



1969, built in Eibar, Spain, restored in 2013, every legal document, in Malaga, South Spain, £3450 Tel. 00346 63311406.

LAMBRETТА LI150/175



Series 2, 1961, completely rebuilt, 7000 miles, brand new sterling polished stainless steel exhaust also available in price, £4250 Tel. 07785 346294.

LAMBRETТА LI150



S3, an original Italian, reg 125, matching engine and frame numbers, rebuilt 3 years ago, very low mileage, £3500 Tel. 07868 719537. Beds

LAMBRETТА SPECIAL 125



1966, Innocenti, Italian, totally original apart from a full professional respray, £4000 Tel. 07748 497060.

LAMBRETТА SX200



all its original bodywork and engine, running with the factory fitted Ducati 6V ignition system, showroom condition, £8600 Tel. 07920 770478.

LAMBRETТА SX200



the real deal, Italian SX200 Gransport resto factory engine, runs perfect, beautiful paintwork, £10,000 Tel. 07834 979308.

LAMBRETТА TV175



1962, John Spurgeon Show Winner, been off road so currently Sorn, will MoT for new buyer, no tax, £8000 Tel. 07834 353877.

LAMBRETТА TV175



Italian, total strip, respray, new top engine & crank, correct Dellorto 25, 12v electrics, tubeless alloy wheels & tyres, £3750 Tel. 07766 071826.

LAMBRETТА TV175



1964, 186 Mugello kit, 25m Dellorto Clubman exhaust 12V kit tubeless rims, long-range tank, MoT free tax, few marks on paint work, £4000 Tel. 01452 699134.

PIAGGIO HEXAGON



LXT 180, as new condition, only 800k or less than 500 miles, one owner, always garaged, on Sorn, excellent starter and runner, £750 Tel. 07939 658295. Lancs

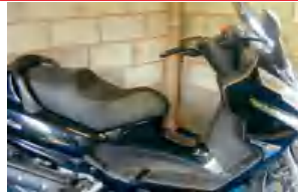
CN
CAROLE NASH
30th BIRTHDAY
The care it deserves
Scooter insurance
0800 781 9287
Carole Nash Insurance Consultants Ltd
is authorised and regulated by the
Financial Conduct Authority.

PIAGGIO VESPA 125

2012 that has done 8000 miles, in fantastic condition, runs great & looks stunning, collect only from Glastonbury, £1200 Tel. 04751 0838003.

PIAGGIO VESPA GTS125

blue, year's MoT, 57 plate, £1200 ono Tel. 0784 6073485. Lincs

PIAGGIO X8400

nice looking bike, 07 plate & 30,000km on the clock, MoT until mid September, £1200 Tel. 01212 437635.

PIAGGIO GTS300

excellent condition, 12 months old, 200 miles only, £3000 Tel. 07982 706056.

SCOMADI TL50

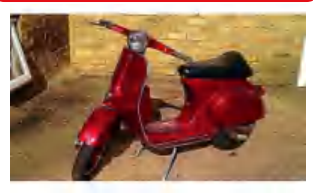
new April 2015, less than 250 miles from new, PM Tuning stainless steel X-Tech exhaust fitted, £1950 Tel. 07732 106718.

PX 125

07 (177) disc, Pinasco 177 ali kit, Mazzuchelli crank, 24mm carb, Cosa clutch, SIP road 1 exhaust, tidy, £1650 Tel. 07870 208387. High Wycombe

VESPA

1984, new MoT lots of chrome a lovely bike that just doesn't get used anymore, £1695 Tel. 07779 642602.

VESPA 125

Primavera ET3, 1977, imported from Italy in 2005, engine stripped and rebuilt, just serviced, £2700 Tel. 01799 523522.

VESPA 125

Piaggio, 2008, 12 months MoT, only 2000 miles, Malossi 166cc kit Malossi exhaust, Whitewall tyres, with original engine parts boxed, £1900 Tel. 07985 719120. Dudley

VESPA 150

fully restored, sand blasted panels before respray, new tyres, cables & elecs, 10km since rest, orig Indian paperwork & Nova letter inc, £2250 Tel. 01163 320713. Leics

VESPA 150

fully restored, 1964, sand blasted panels before respray, cables & elecs, 10km since rest, orig Indian paperwork & nova letter inc, £2250 Tel. 01163 320713. Leics

VESPA 150 SUPER

reg as 125, 1978, owned 5 years but had little use, vgc, 166 Malossi kit, new MoT on sale. Tel. 07429 688626.

VESPA 150 SUPER

Crash damaged 1960, selling for parts only, insurance write-off, sold as seen, no guarantees, £350 Tel. 01580 880374. East Sussex

VESPA 50 SPECIAL

125, from 1981, front carrier, rear crash bars, Whitewall tyres, reliable and quick, 12 months MoT, no longer used, £2250 Tel. 07796 442252. Cambs

VESPA 90

small frame, excellent condition, 12V new stator and fly wheel 135 Pollini kit, comes with spare Pollini 135 engine, £1600 Tel. 07411 456948.

VESPA DOUGLAS

1961, 10inch conversion, PX150 engine runs great, MoT due or just ran out no advisors last time done, needs new Speedo, £1149 Tel. 07449 091685.

VESPA DOUGLAS

152L2, 1961, original 125cc engine, three speed gearbox, 8" wheels, 6V electrics, £1800 Tel. 07894 657665. Birmingham

VESPA GL200

2004, silver GL200, one lady owner from new, only 11,600 miles, good condition for age, £999 Tel. 07736 147227. Newquay

VESPA GS150

1959, rebuilt, lovely looking scooter, original engine, new tyres, lots of spares, 12 volt electronic ignition. Tel. Martin 07805 356947. Essex

VESPA GTS

250cc, 07 plate, MoT May 2016, 16,000 km, top box that takes full face helmet, under seat storage, used for commuting, garaged, vgc, £1500 Tel. 07777 1660329.

VESPA LX125

great condition, two users from new, runs very well, never had a problem, comes with Tucano lap cover, top box, £2300 Tel. 07845 690014. Surrey

VESPA LX125-3V

full chrome set, excellent condition running order, never had any problems, comes with full chrome bumper set & top box, £1899 Tel. 07530 992688.

VESPA PX125

Limited Edition, year 2011, low mileage only 4000 miles, chrome racks & mirrors & original spare seat included, £2499 offers Tel. 07474 741710. Suffolk

CN
CAROLE NASH
 30th BIRTHDAY
 The care it deserves
Scooter insurance
0800 781 9287
 Carole Nash Insurance Consultants Ltd
 is authorised and regulated by the
 Financial Conduct Authority.

SCOOTER TRADER

VESPA PX 150



Oct 2013 (63 reg), 800km, chrome wheels, Whitewalls, lots of s/s, SIP exhaust, r/rack, etc, dry use only, £3400 Tel. 07967 813041. North Lincs

VESPA PX125



Piaggio, E, 1983, Pinasco 177, original colour atlantic blue. Tel. +39342 9224494. pongo03@virgilio.it

VESPA PX125



2007 (166) Disc, vgc, couple minor scratches on side panels, Malossi 166 kit, 28mm Dellorto, PM chrome pipe, £1650 Tel. 07808 776539. Lincs

VESPA PX125



one owner from new, reg 2013, immaculate condition, 1000 miles, £2200 Tel. 01206 792659. Essex

VESPA PX125



disc 02 plate, electric start, custom painted, full MoT, chromed (shockers and engine components with stainless exhaust), £2800 Tel. 07946 428712.

VESPA PX125



Granturismo 2013, 63 reg, matt black rims, chrome headlight cowl, mint condition, only 1500 dry miles, £2350 Tel. 07706 436542.

VESPA PX125E



good condition for year, 12 months MoT, reg as 125, racing exhaust, back rest, starts first time, very reliable, £1150 Tel. Jon 07977 151151. Hampshire

VESPA PX200



2000, JL stainless exhaust, front crash bars, stainless rear backrest/carrier, 12 months MoT, 14,200 miles, £2100 Tel. 07754 977769. Cheshire

VESPA PX200



1986, up-graded suspension, chrome wheels, vgc, with added Malo SSI kit, V5 reg document, £1700 Tel. 01273 235780. Brighton

VESPA PX200



fully refurbished Sept 2013, recently added SIP Road two exhaust, new rear hub, vgc, garaged, £1800 Tel. 07951 108911.

VESPA PX200E



reliable electric start and kick start, pannier, 12 months MoT, 12,450 Simonini exhaust, brown seat, £1500 no offers Tel. 07588 929249. Warwickshire

VESPA PX225



anniversary Eddy Bullet race tuned, featuring the extras that celebrated this model, vgc as almost unused since new, 225cc, £2795 Tel. 07964 801313.

VESPA RALLY 200



Rare, recent full engine rebuild, loads chrome inc rare Pitone exhaust, one owner since built in 2000, possible delivery, £4995 Tel. 07883 036602. Staffs

VESPA SPORTIQUE



fully refurbished 150cc scooter, engine has been run in, immaculate condition, front & back drum brakes, £2800 Tel. 07523 077414.

VESPA SPRINT



nine months old & in showroom condition, 125cc engine, ABS brakes, latest model, fly screen, beautiful bike, £2375 Tel. 07811 670235.

VESPA SPRINT 125



Vintage 1968, with Modern PX engine & Ken Cobbing twin race exhaust, plus extras, 1000 miles, £3400 Tel. 07846 760588.

VESPA SPRINT 125



1965, PX200 engine fitted, good condition, starts well runs well, MoT 2016, tax exempt, £2000 Tel. 07825 026564. Lincs

VESPA T5



Millenium 125cc, no 187 of 400, all original parts, genuine mileage 3250, very quick scooter, £3450 Tel. 07857 643362.

VESPA T5



Millenium complete with private plate celebrating England's World Cup victory in 1966, 5523 miles, £3950 Tel. 07914 599815. Exeter

VESPA T5



bare metal respray, matching body parts, new Malossi 172 kit, new carb, all internal engine parts are new crankshaft clutch bearings etc, £2350 Tel. 07876 034831.

VESPA VBB150



1963, good condition, runs well, tax exempt, MoT May 2016, reg with VCGB, needs new kickstart, £1900 Tel. 07760 884451. Lincs

VESPA VNB



1963, restoration by top UK Vespa specialist, excellent condition, full MoT, service, £5000 Tel. 07976 327493.

WK JETMAX 250



EFI, fast, economical, roomy twist n go, 250cc, 2011 registered, one owner from new, only 3600 miles, £1200 Tel. 01594 826453.

CN
CAROLE NASH
30th BIRTHDAY
The care it deserves
Scooter insurance
0800 781 9287
Carole Nash Insurance Consultants Ltd
is authorised and regulated by the
Financial Conduct Authority.

AUTOMATICS

APRILIA SR 125 Air cooled 2 stroke, the ideal one for auto conversions, complete bike all running working V5 etc, had it 7 years and not used it so done a few jobs and it should MoT no probs, goes well, £425 ono Tel. Ray 07986 771691. West Yorks.

GILERA RUNNER 200cc 4 Stroke, very good condition, runs spot on PM tuning chrome exhaust, both tyres, very good, really nice looking bike in daily use, has got new MoT with no advisories, must be seen to appreciate condition, £700. Tel. 07710 528742.

HONDA NSC 110 E-E, vgc, very low mileage 169 miles, almost brand new, everything works perfectly, no fault and a good bargain, white, £1300. Tel. Mo 07460 974444; 07850 004344.

HONDA SH125 became upgrading to a new bike, MoT till December 2015, same for road tax, good condition, comes with original windscreen and box, 13,500 miles, service history included, £1300. Tel. 07403 347919.

HONDA VISION 50 blue, 12 reg, 12 months MoT, 2000 miles only, good condition, full service history, one owner, £900. Tel. 07810 128059.

PIAGGIO XEVO in blue, great Maxi-scooter in good condition, 2009 reg, MoT until April 2016, recent new tyres, 13,300 miles, reliable bike & rides well, learner legal, extra large boot, loads of space, only for sale due to upgrading to a car, £1100. Tel. 01584 881242.

PIAGGIO FLY 125 2011 model, new tyres, new battery, good condition, 11,484 miles, tax and MoT due in September, very good runner, cheap tax and insurance, top box included if wanted, £900. Tel. 07702 495562.

PEUGEOT VIVACITY 100cc, 17,855 on clock, 51 plate, Givi top box, currently on Sorn hence no MoT, not used since 2013 when it was a good starter and runner. Tel. 07774 851500. Leics.

SYM DD50 2008, (65cc), new engine rebuild (not yet run in), Sports exhaust, professionally upjetted carb, vgc, fast little scooter, £600. Tel. 01872 321428.

LAMBRETTA

LAMBRETTA Series 2, reg 125, 200 engine, first reg in UK 1960, good condition, £3250 ono Tel. Steve 07919 434745. Norfolk.

LAMBRETTA L125 Series 2, 1959, stored in shed for 30 years complete and original, no log book but tax disc, £1150. Tel. 07887 618250. Leics.

LAMBRETTA DL150 1969, burnt Orange frame and engine numbers match restored three years ago only had four months need a new car, lovely scooter lots of paperwork eight months MoT, very small oil leak, 3500 miles, only genuine and honest people please, £4900.

Tel. 07951 720738.

LAMBRETTA GP150 1976, fully restored, white, sand blasted panels before respray, new tyres, cables, exhaust, carb and electrics, 12 miles since restoration, tax exempt, original Indian paperwork and Nova letter included, requires MoT and UK reg, £2750. Tel. 01163 320713.

LAMBRETTA GP150 1980, fully restored, red, sand blasted panels before respray, new tyres, cables & electrics, 10km since restoration, tax exempt, original Indian paperwork and Nova letter included, requires MoT and UK reg, £2500. Tel. 01163 320713.

LAMBRETTA LD150 1957, its not a barn find as its been in a kitchen since the early 90s, looks very original although has been painted with a brush by the looks of it, was assured it was a runner, it needs a battery and some fuel, open to offers, £3000. Tel. 07742 420738. Kettering.

LAMBRETTA Li Series 3, 150cc with MoT and tax exempt, 1963, restored scooter 6 years ago, ready to ride, £2950. Tel. 07817 150243. Birmingham.

LAMBRETTA Li S3 Special 125, 1968, which was imported from Italy in I am the sole UK owner since 1998, the scooter is in two tone purple & metallic purple, chrome flashings & internals etc, £3750. Tel. 07857 830099.

LAMBRETTA L125 S2 original UK six digit registration scooter, dismantled some time ago, now part reassembled, engine turns over, all bodywork complete (except splash plate) and very straight, some damage to bottom of horn casting (one fixing lug missing), straight forward restoration, contact me for further details, viewing welcome, £1475. Tel. 07775 558343.

LAMBRETTA L1150 1959, Series 1, in white with grey trims, only 1500 miles since it was restored, a real head turner, viewings welcome but no messers please, if you need more info, pics or would like to make an offer please call, £3995. Tel. Stu 07508 574577.

LAMBRETTA L1150 Silver Special, 1965 Italian import, engine rebuilt, original example of 1960s Lambretta, £2500. Tel. 01344 776454. Berkshire.

LAMBRETTA S3 150 1966, Silver Special in great condition, no dents/scratches/rust, electronic timing fitted, reg with the Lambretta archive as original, frame and engine NOS match, renovated in 2009 and done only 720 miles dry miles since then, MoT, runs well and rides well, £4500. Tel. 07985 735924. Wakefield.

LAMBRETTA SPECIAL 1966, LIS Series 3, 150cc, silver and black, mint condition, reg with the British Lambretta archive, taxed (exempt) and MoT'd, 12V ignition fitted, no rust no marks paintwork is in fantastic condition, runs well and rides great, renovated in 2009 and done very few mile since then, £4500. Tel. 07985 735924.

LAMBRETTA SX150 restored approx five years ago to apple green specification, MoT, tax exempt and ready to ride, £4500. Tel. 07817 150243. Birmingham.

LAMBRETTA PARTS

DISC WINDOW SIDE Six GP TV window side only no internals fair condition for age paint stripped by hand ready to paint, £120 no offers Manchester. Tel. 07500 845657.

HYDRAULIC DISC rear hub and go forks all coated black windows have been nicely cut into the disc hub all stainless parts used and my GP disc links lovely for a project, £300 plus postage. Tel. 07500 845657.

LAMBRETTA GP125 casing, mint condition 69/70 GP125 casing, no work needed, lovely and clean, £150. plus postage Tel. 07500 845657.

LAMBRETTA PARTS two 6 volt Lambretta Ducati flywheels with stator plates plus coil, both working will split, £25. Tel. 01932 840597. Surrey.

LAMBRETTA PARTS 12 volt AC 20 amp lighting regulator, Italian still boxed never used, £15. Tel. 01932 840597. Surrey.

LAMBRETTA PARTS and accessories collected over the last 20+ years. There are more than 40 plastic trays consisting of:- 1. badges; 2. ignition switches 3. Other electrical switches 4. Alloy handlebar supports 5. Rectifiers 6. NOS pistons 7. Drive assemblies 8. Horns 9. Speedos and speedo spares 10. Petrol tankstraps/spares 11. Rear light units 12. Headlight spares 13. Choke/Petrol levers 15. Gear Clusters 16. Loose gears 17. Main shafts 18. Chains 19. Clutch plates 20. Clutch spiders/baskets 21. Clutch sprockets 22. SH1 carburettor bodies and spares 23. SHB carburettor & spares 24. Fork spares 25. Brake spares 26. Handlebar levers 27. Stator plates 28. cables 29. Air elbows 30. Kickstart spares 31. Seat spares 32/33 Rubber trim 2 34. Handlebar rods 35. Condensers/points 37. Wiring 38. Gear selectors 39. Frame spares 40. headlight bulbholders/connector blocks. In addition there are cylinder kits, complete carburetors, headsets, rear carriers, S2 panel, S3 footboard, stands, wheel rims, period tyres, rear and front hub, jet horn casting/mudguard, exhaust U tubes, £450 ono Tel. 07933 321571.

LAMBRETTA RB PARTS complete original Light AF Ducati GP Electronic kit, 34mm Dellorto AF NK RB Race Expansion Chamber (missing end can Innocenti GP150 Gearbox (chip on 1 tooth on 2nd gear), £225. Tel. 08795 50865.

LAMBRETTA SERIES II L150/175 front forks blasted in undercoat, excellent condition, £45; R/Master w/screen nos, £45. Tel. 01732 833966. Tonbridge, Kent.

ROYSPEED INLET MANIFOLD original unused Royspeed Mk1 amal/wal Phillips inlet manifold, 200cc spacing, £80. Tel. 07866 720333. Derby.

VARIOUS SIX VOLT BULBS suit Series Two Lambretta, £10 the lot. Also Italian 12 volt AC regulator, 20amp RT501 still boxed and never used, £10. Tel. 01932 840597. Surrey.

VESPA

LML STAR 2013 (63 Reg), 4 Stoke scooter, 200cc, finished with grey, black and white decals, £1300. Tel. 07538 885884.

VESPA P200 black, first reg 2002 and this is reflected in condition, standard and far from abused, with 3,891 genuine miles on clock, £1400. Tel. 01453 860222. Glos.

VESPA 125 DOUGLAS 180 DR kit, lovely condition, black and red with Florida bars, mudguard protector and chrome grips and back rest all fitted to it 1987 model great first scooter for anyone rides lovely a real nice machine, no MoT, will MoT for buyer if required, 6500 miles on the clock any viewer or buyer will like this scooter, £1550. Tel. 07973 867694. Stoke on Trent.

VESPA 150 1964, fully restored, sand blasted panels before respray, new tyres, cables & electrics, 10km since restoration, tax exempt, original Indian paperwork and Nova letter included, requires MoT and UK reg, £2250. Tel. 01163 320713.

VESPA DOUGLAS cream, very good condition, MoT, no tax as off the road but very cheap for a year, genuine reason for selling, no time to get out on it, all work done by a local highly recommended scooter workshop, lots of extras, Tel. 07841 618248.

VESPA PX125E orange, 1984, with a 177cc Polini kit and sports exhaust, non-runner at the moment but won't take much work to get back on the road, kick start teeth stripped and some damage to the handlebar and paintwork on front wheel faring and back right side, sustained when the bike tipped over in high wind whilst parked, I have had it just over two years and it has been kept indoors for the winter months so very little corrosion, unfortunately I have not had it started for about a year now, but prior to its fall it was a very good runner, £950. Tel. 07723 563508. West Yorkshire.

VESPA GTV 125cc fitted with PM tuning stainless exhaust, mileage 10,000m (speedo displays km), portofino green, new belt and rollers fitted last year, excellent runner. Customised with First World War vinyls, a mixture of printed and cut vinyls but all can be removed if they are not to your taste, paintwork in very good condition underneath, they are not covering anything nasty, seat in very good condition, the scooter came with a huge commuter screen on, which I can supply if you would like it, I also have an original screen which I purchased with the intention of fitting but never got round to it, cast Aluminium brake fluid reservoirs with Union Jack on one side and trojan symbol on the other, original high quality Vespa crash bars fitted to side panels and mudguard, viewings welcome, an excellent scooter for either commuting or socialising on, £1500. Tel. 07568 090527.

VESPA GTV300 Vie Della Moda Limited Edition, 2013, 11,000kms, full service history, lots of extras, fully rust proofed, wants for nothing! Scooter is in Northern Ireland, courier to mainland approx £150, or fly over and ride it home! £3195 ono Tel. 07411 299694.

VESPA LX125 silver, MoT still to run, recently had new tyres, exhaust and drive belt, in fantastic mechanical condition, a few bumps and scratches and you would expect from parking in London but nothing major, 25,000 miles, £1200. Tel. 07578 252355.

VESPA P200E in black, 3891 genuine miles, front disc brake, electric start - battery probably needs replacing (£30 for genuine battery), totally standard and far from abused, 12 months MoT (and irrelevant tax), rusted in usual areas, fair for age (mudguard seam etc), first registered in 2002, reliable, £1200. Tel. 01453 860222.

VESPA PX125 2008, 0 mileages, new still in the crate, white with black saddle, euro 2, disc brake model, a unique opportunity for the collection or lover of the pre 2008 Vespa PX, the Vespa is in the East Midlands, I'm in Sweden! £2500. Sweden. Email. ofog@home.se

VESPA PX125 1984 PX125 complete restoration, engine fully rebuilt, new cables, mint condition, £2000. Tel. 00353 876794545. Ireland.

VESPA PX125 2012, red, Pinasco 177 aluminium kit, long stroke Pinasco crank, ported casings, uprated & banded clutch, 22mm carb, fast flow tap, Pinasco variable ignition with lightened flywheel, SIP road exhaust, Ancillotti seat, 11 months MoT, only 3700km, excellent condition, £2250. Tel. 07907 085174. Kent.

VESPA PX125 Disc E 04 plate, low miles, 2004, only 4760km on the clock, stored in garage & dry running only, one previous owner, excellent condition, silver with brown seat (black also comes with it), chrome crash bars on front, must be seen, £1850. Tel. 07787 837661. Lincs.

VESPA PX150 187, black, Chiselspeed engine conversion, parma kit, 60mm Mazzuchelli gas glow cut crank, polini fuel filter kit, OMG fast flow tap, Bgsm stator, Bmg big box exhaust, Dell or to 24mm carb, up jetted and tuned, casings ported and matched, high load bearings, 22T clutch gear, limiters removed, receipts for £1000 in September 2014, 15.6bhp Dyno supplied, £2300. Tel. 07854 875436.

VESPA PX200 Year 2000, private plate - P200 ROO, Sito+ exhaust, smoked flyscreen not included, but have a red one that I could fit if wanted, located in Central Scotland, £1800. Tel. 07825 984037.

VESPA PX200 brand new, 2002, never been on the road, garaged since new, aquamarine, needs to be ridden, will need commissioning, offers. Tel. 07767 110112. Northants.

VESPA PX200E, 12 months MoT, good condition, reliable electric and kick start, Simoni exhaust, 12,450 miles, £1500 no offers Tel. 07588 929249.

VESPA PX200E mint condition, goes like hell, Scorpion exhaust, will put new MoT on it, 1991 model, need to sell due to not wanting to do my test, so make an offer, £2000. Tel. 07889 459679. Hereford.

VESPA RALLY 200 rare, built in 2000 by Pete Merchant this scooter has never seen a winter, recent full engine rebuild, rare chrome Pitone exhaust and chrome work to engine and wheels etc, professionally recovered seat, excellent paintwork, one owner since build, this scooter has hardly been used since 2008, hence sale to make way for new project, all MoTs and bill of sale, £4995. Tel. 07883 036602. Midlands.

VESPA SUPER 125cc, 1966, black, MoT August 2016, starts 1st/2nd kick, LML 125 engine with 166 kit, lights work off a battery just like a modern scooter indicators have been added, lots of chrome trim, with backrest and spare wheel holder, three good tyres, used daily and very reliable, £2300. Tel. 07935 968488.

VESPA TS 125 Malossi 172, MoT and the logbook is in my name as a 125cc, £1700. Tel. 07739 500445. Anglesey.

VESPA PARTS

VESPA ET4 Cento 25, Y reg, for sale for spares or repair, has not been used for about 10 years, all body work still in good condition, no key to start or log book, LB can be easily obtained with form, pics available, £250 offers Tel. 01375 463442.

VESPA GS150/160 assorted original good condition used parts for sales. Tel. 07950 665190 for requirements. Essex. linda@aol.com

VESPA GT200 engine removed from a category C 2004 auto Vespa, it was fully running and as covered 30,000km or 20,000 miles, it comes complete with carb, air box and filter plus there is documentation to prove mileage, but it will need a new centre stand & oil filter, £300. Tel. 07547 684091. Northants.

VESPA SMALL FRAME Fiat white 135 Polini kit Dellora open mouth carb, 12v electronic ignition, original log book will have full MoT to go only three owners, also comes with spare Polini 135 kited engine with Mikuni carb fitted, reg as 90cc, very nice condition, £2000 ono Tel. 07411 456948. Teesside.

VESPA/LML 150 5 port engine, brand new, 150cc engine, this is a non autolube engine complete with carburettor, no starter motor, could deliver for price of petrol, £400 ovno Tel. 07983 989028.

WANTED

DOES ANYONE HAVE a Simonini exhaust for sale? needs to be for a Vespa PX200. Tel. 07958 744362. Warwickshire.

GP200 ELECTRONIC OR GRANDPRIX Looking for an Italian GP200 22/2 electronic or grand prix, restored or original, good price paid for the right scooter, strictly no rubbish. Tel. 07962 344296.

I AM LOOKING FOR a Lambretta Vega racing exhaust made by Kegra. Tel. 07977 148829. Leics.

LAMBRETTA J50 or Lui wanted, preferably UK registered. Tel. 07850 325426.

LAMBRETTA SERIES 1 preferably not a framebreather to restore or as a running restoration, would consider an LD or series 1 parts, not too bothered about engine condition, but decent solid bodywork would be an advantage, cash waiting, can pick up within 200 miles of Sunderland. Tel. 0191 5100211 between 10am-8pm.

MADRID REAR RACK with backrest to fit classic large frame Vespa, cash waiting, willing to pick up nationwide. Tel. Spencer 07966 486554.

PETROL TANK Vespa small frame petrol tank not PK, V50/90 Primavera type required, not bothered about appearance but must be clean & rust free inside. Tel. 07727 017234.

VESPA RALLY 200 either restored to factory spec or in original condition, top price paid for the right one, also if interested would consider a part-ex with a Vespa GS160 Mk1, immaculate condition. Tel. 07402 002204.

WANTED NANNUCCI mudguard original, or remade wanted for smelly scooter, cash waiting. Tel. 07973 717520.

MISCELLANEOUS

HAYNES WORKSHOP MANUAL Peugeot Speedflight, Trekker & Vivacity, 1996 to 2005, unmarked white pages, like new condition, £8. Tel. 07989 951895. East Kent.

GTS SEAT to handlebar lock, used but in top condition, £15; GTS Arab Nero back pad for top box, new, £10; LX Vespa clear flyscreen, used but good condition, £10; new/unused wet battery (Yuasa YB9-B), fully charged, £20. Tel. 02087 645691. London.

SCOOTER TRADER



MO TECH
MOTORCYCLES & SCOOTERS

SALES HOTLINE
0191 265 9793

Visit our new showroom **BYKER, NEWCASTLE NE6 1JN**

Vespa GTS 300 Supersport and Touring Limited
Edition 2015 - Available From Stock

Just a few of our PRE-OWNED MACHINES

Pre-reg new Primavera, limited colours.....£2950 OTR	Vespa PX 150, white, as new.....£2500
Vespa T5, 1997, cherry red, 800 miles.....£3000	Lambretta Auto Cobra Venom.....£4000
Vespa PX200 Special.....£3499	Lambretta Li 150 good condition.....£2895

Full range of * PIAGGIO * VESPA * GILERA * DERBI
We can deliver Nationwide using our own vans and drivers for your peace of mind.
FINANCE AVAILABLE. **UK Award Winners for outstanding sales & service**
GOOD USED VESPAS & LAMBRETTAS REQUIRED
www.mo-tech.co.uk



Zeno's Scooters
www.zenos.so

Come and say hello, kettle is always on, 6 days a week



'The One Stop Scooter Shop'
Indian GPs now available, call to secure the colour and spec of your choice
• Servicing • Accessories • Recovery
• Repairs • Insurance Work

Web: www.zenos.so Email: info@zenos.so
Tel: 02380 337711
Unit G1 Liners' Industrial Estate, Pitt Road,
Southampton, Hampshire SO15 3FQ



QB Motorcycles & Scooters
www.qbmotorcycles.co.uk



Turismo Leggera

125 ORDERS BEING TAKEN NOW FROM £2599 OTR

50 = 125 = 200
IN STOCK SEPTEMBER SPRING 2016
TL125 DEMONSTRATOR AVAILABLE
- BOOK A TEST DRIVE NOW

www.scomadiscooters.co.uk
sales@scomadiscooters.co.uk
Passion • Technology • Style • Design

33 YEARS OF SERVICE / NATIONWIDE DELIVERY / PIAGGIO GROUP DEALER
Tel: (01384) 637168 | Email: scootersales@qbmotorcycles.co.uk
88 High Street, Quarry Bank, Brierley Hill, West Midlands DY5 2AD

5 Star Rated Motorcycle policy, from the UK's favourite Bike insurance specialist¹

Your Scooter insurance policy includes:

- ▶ UK and European accident breakdown recovery, including Homestart assistance worth over £100
- ▶ Up to £100,000 legal expenses cover in the event of an accident which is not your fault
- ▶ Unlimited bike accessory cover²
- ▶ DNA+ protection system worth £30³
- ▶ European cover of up to 90 days
- ▶ In-house claims team



Accept nothing less, call now for a Scooter insurance quote
0800 781 9287

Six Wheel | Multi-Bike | Off Road | Custom | Future Classic | Classic | Vintage

carolenash.com  /insidebikes  @insidebikes

UK opening hours: Mon-Fri 8am-8pm, Sat 9am-5pm, Sun 10am-4pm. ¹ Voted most used broker by readers of Ride magazine in their 2010 Rider Power survey. ² Subject to satisfying underwriting conditions. ³ Terms and conditions apply, visit carolenash.com/dna-terms-and-conditions. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.



CAROLE NASH
30TH BIRTHDAY
The care it deserves

96% reevoo of customers would recommend Carole Nash
Based on reviews from January 2015 - June 2015

defacto 2013 ★★★★★ EXCELLENT SERVICE	defacto 2014 ★★★★★ EXCELLENT SERVICE	defacto 2015 ★★★★★ EXCELLENT SERVICE
---	---	---

SCOOTERCRAZY Ltd

HUDDERSFIELD

236 Lockwood Road, Lockwood, Huddersfield, West Yorkshire HD1 3TG



aprilia



YAMAHA



GILERA



**WE HAVE THE
LARGEST SCOOTER
AND DEDICATED
LIGHTWEIGHT
MOTORCYCLE
SHOWROOM
IN THE UK**



**CRAZY
65**

A **VESPA GTS TOURING 300 ABS**
in Grigio Seta with front & rear chrome racks & flyscreen. Only available while limited stocks last.
On the road price £4792
Deposit £299
Balance £4493
36 monthly payments of £141.95
Total payable £5409.20
APR 8.9%
subject to status



OR
On the road price £4792
Deposit £1792
Balance £3000
24 monthly payments of £125
Total payable £4792
APR 0% Subject to status

A **VESPA PX TOURING 125**
in Grigio Seta with front & rear chrome racks & flyscreen. Only available while limited stock lasts.
On the road price £3371
Deposit £199
Balance £3172
36 monthly payments of £100.22
Total payable £3806.92
APR 8.9%
Subject to status



OR
On the road price £3371
Deposit £971
Balance £2400
24 monthly payments of £100
Total payable £3371
APR 0% Subject to status

**Tucano Urbano
2015 Range!**



**Tucano Urbano Pol
Jacket -
Only £129.99
Including Armour!**

**Tucano Urbano Zeus
Gloves - £49.99!**
Waterproof, breathable,
armoured Scooter Glove



**Nexx XR2 Phantom
Carbon Helmet
Now In Store!**
**Plus Full New
2015 Range
Online**



WHICH DEAL SUITS YOUR NEW 65 PLATE??

A **VESPA PX 125**
On the road price £3271
Deposit £199
Balance £3072
36 monthly payments of £97.06
Total payable £3693.16
APR 8.9%
Subject to status



OR
On the road price £3271
Deposit £871
Balance £2400
24 monthly payments of £100
Total payable £3271
APR 0% Subject to status

A **VESPA GTS SUPER 300 ABS**
On the road price £4692
Deposit £299
Balance £4393
36 monthly payments of £138.79
Total payable £5295.44
APR 8.9%
Subject to status



OR
On the road price £4692
Deposit £1692
Balance £3000
24 monthly payments of £125
Total payable £4692
APR 0% Subject to status

**THE FULL RANGE OF GENUINE VESPA PARTS
CAN BE ORDERED THROUGH OUR
DEDICATED VESPA SITE
www.vespacrazy.com**

**neil@scootercrazy.com 01484 540352
www.scootercrazy.com**

Scooter's list of official Dealers



EAST MIDLANDS

MIDLAND SCOOTER CENTRE

Pasture Road
Stapleford
Nottingham
NG9 8GG
0115 9392713
www.scooters.co.uk

PRATT AND GELSTHORPE

Baldertongate
Newark
NG24 1UF
01636 673888
www.motocyclemania.co.uk

NORTH EAST

MO-TECH LTD

Bridge House
Elizabeth Street
Byker
Newcastle
NE6 1JS
0191 2659793
www.mo-tech.co.uk

NORTH WEST

WALLASEY MOTORCYCLES

100 Rake Lane
Wallasey
Wirrel
Merseyside
CH45 5DE
0151 6372225
www.aprilla-merseyside.co.uk

SOUTH WEST

DOWNEND SCOOTERS AND BIKES

15 Cleveewood Road
Downend, Bristol
BS16 2SF
01179 567899
www.downendbikesandscooters.co.uk

SOUTH AND SOUTH EAST

CBS (WHITTON) LTD

136 Kneller Road
Whitton, Twickenham
Middx. TW2 7DX
020 8898 5492
www.cbswhitton.co.uk

ROBINSONS FOUNDRY LTD

Broad Oak Road
Canterbury,
Kent CT2 7QG
01227 378430
www.robinsonsfoundry.co.uk

WEST MIDLANDS

READSPEED SCOOTERS

39 Mitton Street
Stourport on Severn
Worcestershire DY13 9AQ
01299 828037
www.readspeedscooters.com

QB MOTORCYCLES LTD

89-91 High Street
Quarry Bank,
Brierley Hill
West Midlands DY5 2AD
01384 637168
www.qbmotorcycles.co.uk

NORTHERN IRELAND

SCOOTER SPECIALIST N.I.

99 - 103 Gt. Victoria Street
Belfast BT2 7AG
02890 325593
www.scooterspecialistni.co.uk

YORKSHIRE AND HUMBER

RON DALEY (MOTORCYCLES) LTD

46-52 Doncaster Road
Barnsley
South Yorkshire S70 1TL
01226 203377
www.rondaleyscooters.co.uk

SCOOTER CRAZY LTD

235 Lockwood Road
Huddersfield
West Yorkshire HD1 3TG
01484 540352
www.scootercrazy.com

SCOTLAND

ECLIPSE MOTORCYCLES

5-7 Elphinstone Road
Tranent
East Lothian EH33 2LG
01875 611400
www.eclipsemotorcycles.co.uk

THE DUNDEE SCOOTER SHOP

23-25 Milbank Road
Dundee DD1 5QD
01382 667281
www.andrewhartmotorcycles.com

WALES

KICKSTART MOTORCYCLES

51 Talbot Road
Port Talbot
West Glam
SA13 1HU
01639 890910
www.kickstartmotorcycles.uk.com

**To be included on this list contact Gary or Andrew
on 01507 524004**

This advertising feature does not include all Vespa UK dealers, for a full list of Vespa dealers visit
www.uk.vespa.com

**VE65
SPA**

SCOOTER TRADER






















CLASSIC AND CUSTOM RESTORATION SPECIALIST

USED SCOOTER SALES

STANDARD AND BESPOKE ENGINE BUILDS

email: stuart@thescooterhub.co.uk

Tel: 07941 020161

The Scooter Hub: Unit 3,
Tenter Lane, Mansfield,
Notts NG18 5ST

www.thescooterhub.co.uk



London's classic and modern
Scooter specialists

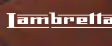
Spares, servicing & repair, sales, insurance work,
restoration, recovery, MOT

Wheels, tyres, brakes, shock absorbers, suspension kits, bearings, seals, shims, pistons, rings, fuel tanks and taps, cylinder heads, cowlings, covers, hubs, clips, gaskets, cables, grommets, carburetors, electrical batteries, switches, head and tail lamps, lenses, looms, bulbs, rectifiers, ignition coils, regulators, 12v conversions, wiring diagrams, speedos, faces, glasses, speedo rims, cables, drives, panelwork new and second hand, sidepanels, mudguards, gloveboxes, headsets, horncoasts, rubbers, runner kits, accessories, chrome racks, crashbars, bumpers, forklink covers, badges, panel trims, stickers, mirrors, spotlamps, wheel disks, bike covers, aprons, handlebar muffs, mudflaps, top boxes, helmets, gloves, jackets, security locks, chains, wall fixings, alarms and more...

67 - 68 Enid Street
London SE16 3RA
Tel 020 7237 7223
⊕ Bermondsey

Opening Hours
Mon - Fri 9am - 6pm
Saturday 9am - 2pm

www.scooterworks-uk.com



Allstyles Scooters

OPEN 7 DAYS A WEEK - VINTAGE PARTS AT MODERN HOURS

WE ARE CLOSED ON SUNDAY 30TH AND MONDAY 31ST AUGUST BANK HOLIDAY WEEKEND

www.allstyles-scooters.com

24-7 Online Shop • Mail Order Specialists

VVC-LCI-LCGB-VCB SUPERDEALER 10% DISCOUNT




T5-T5 CLASSIC ACCESSORY FLOOR MAT £19.95 	T5 MK1 SIEM HEADLIGHT PIAGGIO £45.95 	T5-T5 CLASSIC AIR FILTER £29.95 	T5 BARREL & PISTON KIT PIAGGIO £219.95 	OTHER T5 PARTS AVAILABLE T5 STATOR PLATE 12V AC PIAGGIO £129.95 T5 ENGINE GASKET & O'RING SET PIAGGIO £14.95 T5 OIL SEAL SET-3 PIAGGIO £16.95 T5 MK1 FORKS PIAGGIO £189.95 T5 BRAKE SHOES PIAGGIO £14.95 T5 MK1 AND PK FRONT BRAKE ARM £19.95 T5 MK1 REMADE FRONT BRAKE CAM £14.95 'MILLENNIUM' T5 LEGSHIELD & SIDE PANEL STICKER £4.95	T5 MK1 LOWER HANDLEBAR PIAGGIO £79.95 T5 MK1 SCREEN PIAGGIO £19.95 T5 MK1 TRIOM REAR LIGHT ASSY PIAGGIO £34.95 REMADE T5 MK1 STANDARD SEAT £100.00 T5-T5 CLASSIC ITALIAN CRANK TAMIENI £159.95 T5-T5 CLASSIC SPOILER PIAGGIO £29.95 T5 MK1 DRINKS TRAY PIAGGIO £14.95 T5 MK1 DRINKS TRAY POLE POSITION STICKER £2.95 T5 MK1 CENTRE STAND PIAGGIO £34.95	
LAMBRETTA & VESPA NO DRILL CHROME FRONT CRASH BAR UK made, triple plated £159.95 	LEGSHIELD CRASH BAR Cuppini Traveller PX-T5-etc Italian £59.95 	GTS CHROME BACKREST & FOLD DOWN CARRIER Cuppini £145.95 	FLOORBOARD CHROME & RED AIR HORN Microtomba Poli Italy £129.95 	HANDLEBAR TASSELS Multi Coloured, Red, Yellow, Blue, Green, 280mm 4 Strand £14.95 	GENUINE SPEC LUCAS PATHFINDER HEAD & FOG LIGHT KIT Spot & Fog Light, 2 x Mounts, On-Off Toggle Switch, Bulbs, 12 Volt, D.C Relay, Inline Fuse & Holder, 12 Volt Battery Charging Rectifier £299.95 	LAMBRETTA PRO TECH BILLET REAR DAMPER S/1-2-3-GP Rear Damper Duel Rated Spring-fully Adjustable-13 Preload Settings-CNC Billet Alloy UK made £159.95 



We are Fully PCI (Payment Card Industry)
* DSS (Data Security Standards) Compliant,
Online Payments Are Now Secured Via Sage pay....
Giving You Safe secure online shopping.






One of the UK's largest accessories suppliers

Tel: 023 9265 5565
Fax: 023 9266 7009
info@allstyles-scooters.com

9-10 Artillery Row, Ackworth Road, Hilsea, Portsmouth PO3 5NS

SCOOTER TRADER

KEGRA SCOOTER CENTRE

No. 1 Scooter dealer in Essex Est. 1983
91-93 PRINCE AVENUE (A127), SOUTHEND-ON-SEA, ESSEX SS2 6RL
TUNERS AND DESIGNERS OF THE WORLD'S FASTEST SCOOTER

- DESIGNERS OF THE POPULAR JL EXHAUSTS
We produce the famous T5 190 Cylinder Kit
Price only £375 and in stock (part exchange necessary, Malossi or Pinasco cylinders only)
- KRP Reverse cone clubman, as seen in Scootering £450.00
- GS 160 / SS180 Conversion to 200cc. call for details.
- WHIP ARIELS £19.90 AND FOX TAILS £19.99 (Now in stock)
- LAMBRETTA CASA CYLINDER KIT BACK IN STOCK POA
Stockist of Vespa clothing and helmets, Davida helmets,
Nevis clothing, Shark helmets, full face helmets from £39.99

MAIL ORDER WELCOME

NEW

OIL SYRINGE ideal for Vespa gearbox oil, autos, etc £2.99 + p&p
LAMBRETTA & VESPA ALLOY TUBELESS RIMS

ORDERS BEING TAKEN FOR SCOMADI 125s

Tel: 01702 331686 Fax: 01702 300017
Email: enquiries@kegra.com www.kegra.com

Vespa GTS300, red, immaculate condition, with accessories, low mileage £2995

Piaggio Skipper 125, Black, vgc, low mileage £1095

PX 200, silver, vgc, Simonini exhaust, new tyres & MOT £2395

Vespa LX 50 registered December 2013, unused, special paint job... £2195

FULL RANGE OF NEW VEPAS IN STOCK 50-300cc

SYM Main Dealer



JAHSPEED SCOOTERS and EXHAUSTS

Service, Repair, Restorations and Resprays

Water Cooled Cylinders and Cylinder Heads
Re-Boring, Crank Rebuilds, Cylinder Shortening.

Full race crankshaft and oversize crank pins, barrel renicasilled, all metalwork fabrications undertaken including ali welding and restoration. Fully blown one off exhausts made to your specification.

DYNAPRO

Come and check your scooter's performance

Many imported Vespas and Lambrettas for sale. Call for details

Phone: 01206 230735 workshops

01206 303770 Restoration workshop

Email: Jahspeedscooters@yahoo.co.uk

www.jahspeedscooters.com



The Vintage Scooter Specialist

t. 0121 773 0706
www.gransportscooters.com

Medway Scooters Ltd

Phone/Fax 01634 719320

Lambretta (Est. 1962)

Vespa

Classic Lambretta & Vespa

Specialist Repairers & Restorers

- Lambretta • Vespa • Sales • Imports • Resprays
- Restorations • Panel Repairs • Full mechanical workshops



STUCK WITH YOUR LAMBRETTA REBUILD GIVE US A CALL - WE'LL SEE WHAT WE CAN DO

Accident damage and all insurance repairs undertaken.

www.medwayscooters.co.uk
alanloo@hotmail.co.uk

CHURCH PATH, OFF NORTH ST., STROOD, KENT ME2 4SG



WEST YORKSHIRE



UNIT 6, ENTERPRISE ESTATE,
ABERFORD ROAD, BARWICK IN ELMET,
LEEDS. WEST YORKSHIRE LS15 4EF
Tel. 01132 811052
www.chiselspeed.co.uk.

KENT

EVOLUTION MOTORCYCLES LTD

Est. 2007



Tel: 01622 690579 Mob: 07958 723555

Unit 25, Integra:ME, Bircholt Road,
Maidstone, Kent, ME15 9GQ

E: evolutionmcyycles@btinternet.com

www.evolutionmotorcycles.com

WEST YORKSHIRE



www.lovelmml.com

email sales@motoretta.co.uk

www.motoretta.co.uk

HALIFAX • 01422 202444

Wildcat

SCOOTERS
INNOVATION IN MOTION

SALES • SERVICING • PARTS • TUNING

Wildcat Scooters Ltd
43 Albany Street,
Newport, South Wales
NP20 5NG

01633 549545

wildcatscooters@gmail.com

www.facebook.com/wildcatscooterparts

http://stores.ebay.co.uk/Wildcat-Scooters-Ltd

Modern Scooters

London's premier **LML** main dealer.

0% finance options available (subject to status)
Full model range in store, delivery, full workshop facilities, accessories, tuning kits
Let us help you create your own unique LML scooter.
Please "like" our facebook page to receive the latest news and special offers.
Tel: 0208 942 1101
mail: info@modernscooters.co.uk
web: www.modernscooters.co.uk
fb: www.facebook.com/ModernScooters (KT3 3RJ)
194 Kingston Road,
New Malden,
Surrey.

CARNABY SCOOTERS.com
info@carnabyscooters.com

Sales
Accessories
Clothing



Tel 0118 328 0988

Official LML, Scomid & Sym dealer

Scotlife
Scooter Sales, Parts, Service,
Repair, Clothing, etc...

0% FINANCE available
(subject to status)
DELIVERY AVAILABLE

157 Duckworth Street,
Darwen BB3 1AT

T/F: 01254 447946
M: 07918 025 928
E: sales@scotlife.com

BUSINESS NOW FOR SALE...PLEASE CALL FOR FURTHER DETAILS

LML

LML UK

FOR A LIMITED TIME ONLY...

STAR AUTO

~~WAS £2499~~

NOW ONLY

£2,199!

STAR 200

~~WAS £2899~~

NOW ONLY

£2,299!

STAR 4T 125

~~WAS £2399~~

NOW ONLY

£2,099!

STAR 2T

~~WAS £2199~~

NOW ONLY

£1,999!

• LOW RATE FINANCE - STELLAR DEALS •

Prices exclusive of OTR fee.

www.lml-scooters.co.uk

moto 

Ron Daley since 1958

RON DALEY
46 DONCASTER ROAD, BARNSELY

WE WILL NOT BE BEATEN ON PRICE OR QUALITY OF SERVICE

**0%
FINANCE
AVAILABLE
ON
SELECTED
SCOOTERS**



**We supply only the BEST
New and Used scooters!**

All our scooters are prepared for the road and the great British weather way beyond factory specification and are set up to run perfect and trouble free.

WE GO THE EXTRA MILE, SO YOU CAN TOO!!



**LOW RATE
FINANCE**
AVAILABLE ON
PX125/150, GTS125/300
PRIMAVERA 50/125, ZIP, FLY



**EXAMPLE
VESPA PRIMAVERA 125 ABS**

0% APR - Available on selected models (subject to status)
CASH PRICE £3571 (Primavera 125 ABS)
DEPOSIT £571 - BALANCE £3000
£125 x 24 MONTHS



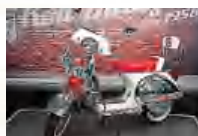
EXCLUSIVE SPECIAL EDITIONS



BRAND NEW PX200



PX UNION JACK

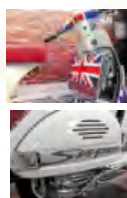


PX125 CHROME U/JACK



PX125 STREET ROD

**LOW RATE
FINANCE
AVAILABLE ON
ALL SPECIAL
EDITIONS**



Call or visit our website for our latest Special Editions

**BUY FROM ONLY
£25 DEPOSIT**

NATIONWIDE DELIVERY

PX

PARTS SPECIALISTS
GENUINE PARTS AT THE **BEST** PRICES

BRAKES	ELECTRICS
CALIPER £55.00	FLASHERS £14.50
MASTER CYLINDER £59.95	HEADLAMP £30.00
BRAKE DISC £30.00	CDI (DUCATI) £29.95
REAR HUB £47.00	SPEEDO(MY) £74.95
BRAKE PEDAL ASSY £14.00	ENGINE
BODYWORK	EXHAUST (ITALIAN) £49.95
GLOVEBOX (GENUINE) £100.00	EXHAUST (SITO PLUS) £85.00
FRONT MUDGUARD PX £75.00	BRG/SEAL /GASKET SET
FRONT MUDGUARD T5 £49.00	PISTON KIT PX125 £35.00
FRONT MUDGUARD T5 £49.00	PISTON KIT PX200 £45.00
HANDLEBAR TOP £20.00	PISTON KIT T5 £65.00
	CRANKSHAFT £99.00

Pinasco
SPEED CONCEPT

EXHAUSTS	CYLINDER KITS
PX125/LML 2T £185	PX/LML 2T ALLOY 177cc £225
PX200 £185	ALLOY 213cc £325
T5/CLASSIC £195	PX200 ALLOY 225cc £340
SIP Road 2 £120	
Sito Plus £99	
SUSPENSION	
PINASCO FRONT SHOCKER PX £99	THE BEST exhaust system. For GTS range, superb looks and performance, no more Exhaust gasket
PINASCO REAR SHOCKER PX £99	
PINASCO FRONT SHOCKER GTS £119	
PINASCO REAR SHOCKERS GTS £199 PAIR	
bitubo	BITUBO
SUSPENSION for GTS & PX	

**PX
Accessories**

FLYSCREENS FROM £45	2-IN-1 BACKREST ONLY £69.95	3-IN-1 BACKREST ONLY £119.95
Front Bumpers £29.95		
Front Crash Bars £69.95		
Front Carriers from £74.95		
Rear Crash Bars from £85.00		
Chrome Wheel Rims £29.95		
Tubeless Rims from £55.00		
Seats From £85.00		
Pillion Footrest £34.00		
Spotlamps Huge Range		
	TYRES	
	Michelin S1 £29.95	
	Michelin S83 £29.95	
	3 x S1 or S83 £79.95	
	Conti W/wall K62 £57.00	

**GTS
Accessories**

Huge Range of Genuine and Aftermarket Parts and Accessories

GENUINE SCREENS £75	GENUINE SPORTS GEL SEAT £149	GENUINE REAR CARRIER £129.95
Cuppini Rear Backrest £49.95		
Cuppini Rear Crash Bars £85.00		
Faco Front Bumper £49.95		
Faco Front Carrier £89.95		

MAIN AGENTS



www.rondaleyscooters.co.uk
**SHOP ON-LINE FOR 1000's OF
VESPA PARTS & ACCESSORIES**

46-52 Doncaster Road,
Barnsley S70 1TL
**TEL: 01226
203377**
**NEXT DAY
DELIVERY AND
INTERNATIONAL**

THE OFFICIAL
Lambretta

PERSONALISED SX 200 MODEL REPLICA

A first-of-a-kind, intricately detailed retrospective of the iconic
Lambretta SX 200 – personalised for FREE!

FREE
PERSONALISED
ENGRAVED PLAQUE

SX 200
The fastest
scooter of
its time...



PERSONALISED

Make this iconic scooter yours
with a customised plaque
displaying a name of your choice!

An exquisite
treasure for
only £19.99*

FREE
COLLECTOR'S
SPECIFICATION
FACT CARD
WITH EVERY SCOOTER!



A faithful recreation of the fastest and most
powerful scooter of its time

Individually handsculpted and handpainted for classic detail

Complementary custom-designed collector's fact card

Personalised for **FREE** with a name of your choice

**"Undoubtedly one of the most lifelike
Lambretta models created yet!"**

Lambretta Club
GREAT BRITAIN

Scooter shown slightly larger than actual size of approx.
3.1" (8cm) H and 3.9" (10cm) W
Base approx 4.7" (12cm) L, 2.4" (6cm) W and 0.5" (1.2cm) H.

The name Lambretta will forever be associated with the innovation and liberation of post-World War II Europe. Far from their birthplace in Milan, Italy, these icons of the road became an integral part of the 50s and 60s Mods movement and it was not uncommon to see dozens of Parka-clad lads and ladies scootering en-masse down to Brighton Pier... Indeed, Lambretta changed British culture forever and now, in honour of their impact on our nation, you can celebrate a groundbreaking scooter with The Official Lambretta Personalised SX 200 Model Replica.

A never-seen-before personalised precision handcrafted replica

This nostalgic treasure is officially licensed by Lambretta, while the famed Lambretta Club of Great Britain have stated the Lambretta Personalised SX 200 Model Replica is "undoubtedly one of the most lifelike Lambretta models yet created!". Finely sculpted by hand and handpainted for outstanding detail, this scooter has been faithfully recreated – from the original paintwork, to the headlamps, seat stitching and more. What's more, your scooter may be personalised for FREE with a name of your choice expertly engraved on a gleaming plaque.

As a final finishing touch, the scooter arrives on a base with a complementary custom-designed collector's Fact Card noting the specifications of the scooter. This mastercrafted precision replica of the legendary SX 200 is the perfect testament to Lambretta's unique style and talent.

Strong demand is expected – order today or you could miss out!

You won't find this exceptional replica in any high street store and, owing to continued interest in Lambretta scooters and collectables, immense demand is anticipated. Act now to secure your Personalised SX 200 Model Replica for only £19.99 (plus £6.99 S&H)*. Pay nothing now, simply return your Reservation Application today!

Due to personalisation, this product may not be returned unless faulty. Max. 20 characters per name in length (incl. spaces and punctuation). This product is exclusively produced under licence by Lambretta Licensing Limited © The Bradford Exchange. * S&H - Service & Handling. Offer applies to UK only. 126-B1033.01P

Fastest way to order:
www.bradford.co.uk

In the search box, please enter
LAMBRETTA PERS MODEL
Quote reference code P318991

PAY NOTHING NOW

THE
BRADFORD EXCHANGE

RESERVATION APPLICATION

Please Respond Promptly

To: The Bradford Exchange Ltd, PO Box 653, Stoke-on-Trent ST4 4RA

YES! Please reserve ___ (Qty) of the **Lambretta Personalised SX 200 Model Replica** for me as described in this advertisement. I need PAY NOTHING NOW!

Complete today or Call 0333 003 0019

Print name in block letters (max. of 20 letters):

Name (Mr/Mrs/Miss/Ms) _____ (PLEASE PRINT)

Address _____

Postcode _____ Telephone _____

Email Address _____

From time to time The Bradford Exchange Ltd. may allow carefully screened companies to contact you. If you do not wish to receive such offers, please tick box ☐

Order Ref:P318991

CLOTHING

Dapper
19 MOOR LANE CLITHEROE, TEL: 01200 426228

OPEN: MON-SAT 9-5:20

see facebook and twitter for occasional Sunday opening

www.dapper-menswear.com

Logos: ARS, LACUZZO, Nicholas Deakin, Delicious Junction, FRED PERRY, FRANK WRIGHT, TOOTAL VINTAGE, Gabicci, BRITUS, merc

NEW BRAND
Exclusive to Big Tee Shirt

THREE BEFORE
Quality made
Sizes 2XL to 8XL

Classic Mod styling for the Bigger Man

www.bigteeshirt.co.uk/threebeforeeight

Also available at Mr Big Stuff, 2+3 Central Buildings, Sea Lane, Ingoldmells, Lincs. PE25 1NS

MOD SHOES
Smart Shoes For Smart People .CO.UK est.2011

INTRODUCING

The Duke
By Modshoes

The LaBelle
By Modshoes
In Chestnut & Oxblood

In Chestnut & Oxblood

Leather Soled Tassel Loafers , Great On The Dance Floor & Smart On The Feet

Exclusive to ModShoes

Allnighters Bridgers Beckley Prestons

REAL WEAVED FRONTS
For the 1st time since 1981

In 2 Colours
Stone & Tan

www.facebook.com/modshoesuk twitter.com/modshoesuk

www.modshoes.co.uk | 01733 459976

FREE UK POSTAGE

ROCK OIL
www.rockoil.com

ROCK OIL

THE WORLD'S MOST ADVANCED OILS

01

synthesis 24
fully synthetic
pre mix 2 stroke

The complete lubricant

UK Made in the UK

[rockoil.lubricants](https://www.facebook.com/rockoil.lubricants) [rockoilnews](https://www.instagram.com/rockoilnews)



CUNNING



STUNT

SEE THE NEW CABERG STUNT ONLINE AND INSTORE NOW!

LES GORGES DE LA SOUL SCOOTER RUN



When some of my French friends set off to support the Monsters and the Olympics at their rally in Cleethorpes, it seemed appropriate their English friend should ride the 400km to Vichy and support SKA [Scooter Klub Alternatif] at their biannual rally 'Les Gorges de la Soul'.

Like England we were in the middle of a heat wave which here meant temperatures approaching 40°C. With this in mind I decided not to take the T5 which I had seized last year and only just about run in. Since I had to make an important delivery of *Scooter* magazines kindly donated by the editor, the obvious choice was my trusty but slow Spanish Post Office PX 125.

Not really a problem because the route through the Dordogne to the volcanic landscape of the Auvergne deserved some time to gaze about in between the zigzag bends. The only real problem was my safety conscious riding gear but going bare chested under my summer jacket only left my lower half suffering in Kevlar jeans and boots.

Arriving at the campsite a little exhausted and very thirsty I was immediately escorted

to the bar by one of the organisers, Ricky, and supplied with a complimentary cold beer. After a couple more and having got my shorts and sandals on I was able to have a look at the array of scooters already parked up.

I've been doing French rallies for a few years now and the standard of bikes seems to get better and more interesting every year. More and more Lambrettas and vintage ACMAs are appearing and many of the bikes carry the little logo 'Ricky Inside'.

The evening do's were held at a posh tennis club about 15 minutes walk away but I opted for an early night to be prepared for the main events on Saturday. As always the organisation was superb and included all of the elements expected on a French rally: breakfast, the ride out, 'le repas', les aperos, and late night dancing to an eclectic mix of scooterist sounds. I was pleased when the ride out was shortened from 90 to 60km and included a break in a pretty mediaeval village for bottles of cold water before we headed off to the wine cooperative of Saint Pourcain.

Here we were treated to a promotional video and a speech extolling the virtues of the appellation. When the speaker finally

asked "any questions" someone shouted "no – let's have a drink" and we all sampled their red, rose and white wines. Then it was back to Vichy for a quick pose around town marshalled by the local Harley club.

Now I strongly support good relations between all on two wheels but being told where to ride by a Harley fashion victim did make my hackles rise. In my opinion this was taking entente cordiale a bit too far!

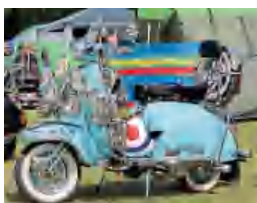
After some fun games involving lots of water and spilt beer, next on the agenda was a pink aperitif followed by venison stew, cheese and dessert prepared and served by the club. After more beers at the campsite it was off to the do where Eddie and Seb from Perpignan got the dancers dancing and provided a great ambience for the talkers talking.

I never tire of swapping stories with old and new friends from across France, Belgium, Holland, Switzerland and Germany but all good things come to an end and I staggered off at about 2.30 to share a bottle of whiskey with the flotsam of Europe before crawling into my tent.

Sunday was another day and another 400km.

Paddy Smith

SOUTH COAST PIRATES SCOOTER CLUB



Margate Mutiny III Scooter Rally, June 19-21, 2015

Upon arrival we were greeted by some friendly pirate faces, given an itinerary and ushered into the more than ample camping field to set up our canvas home for the weekend. Friday night bands were The Shammed, a punk act playing all the old favourites followed by The Skatonics, a lively ska tribute band. Following the bands, the fun continued with DJs (including Tony

Jackson, DJ Wills and Ska Shack) at the main stage till late and a new Silent Disco Marquee which allowed the festivities to go on well into the early hours.

Saturday morning saw the rest of the mutineers arrive, rousing the campers just in time for the custom show. Prizes were available in five categories, given out by Quadrophonia's Mark Wingett – who also

joined the ride out to Dreamlands' opening weekend.

The new 'hungry hungry human' game, among others, went down a hit as usual. Charlie Don't Surf, Curb Pilots and The Pistols entertained the crowd through the evening, the whole weekend in aid of The Pilgrims Hospice.

Mark & Omi

MID CHESHIRE CHARITY SCOOTER RALLY & BEER FESTIVAL



July 10-12

The number of guests gracing our event the last two years meant the members of the Rotary Club of Northwich Vale Royal were daring to expect more at this year's event. At one point, early on Saturday afternoon it was thought that the camping field was not going to be big enough, but as the afternoon traffic died down, we breathed a sigh of relief.

Once again we provided a good mix of food to suit all tastes but top of our priority list was of course the beer festival. This year we had two lagers, one keg bitter, Guinness, Strongbow cider, eight real ales and also a

fine selection of craft ciders. Entertainment started as the gates opened at noon with DJ Doddy and friends, live music in the evening provided by Electric Stars (Mod and psychedelic), Modification, and Ska Face.

Variety during the day included the usual custom and classic show sponsored by Lexham Insurance, tombola and the roll-a-dice competition (this year the prize was a new GTS 300 with full accessory kit, £350 Scorpion exhaust and £1000 worth of custom paint). For the kids we provided a bouncy castle, face painting with a

miniature steam railway and to finish off the afternoon the Tug-o-War Challenge Cup sponsored by Michelin was won by the Phase 3 Scooter Club from Warrington, the prize including pies donated by Birtwistles Butchers, Northwich.

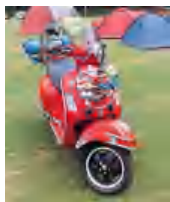
On behalf of our charities; Macmillan Cancer Support, Samaritans, Girl Guides and Amplify, the Rotary Club of Northwich Vale Royal would like to thank all volunteers and visitors who supported the event.

Rtn Tim Henshall, photography by Rtns Andrew Green & Trevor Meech

IN THE BLOOD SC RALLY

In The Blood held their second rally over the first weekend of July and Friday lunchtime saw the first arrivals and the campsite soon filled up; with many chilling out at the Bordon and Oakhanger Sports Club; landlord of the BOSCO, Jason, had brisk trade at the bar. Friday evening's entertainment was supplied by DJ Ian 'Northern Soldier' Turner, with headliners Boss Hogg playing Mod, ska, soul and rock.

Saturday dawned early and bright, DJ Toni Levi kicked off proceedings around mid-day. The 12pm ride out was not really taken up but the few that did go out enjoyed the ride to the Barley Mow at Tilford via



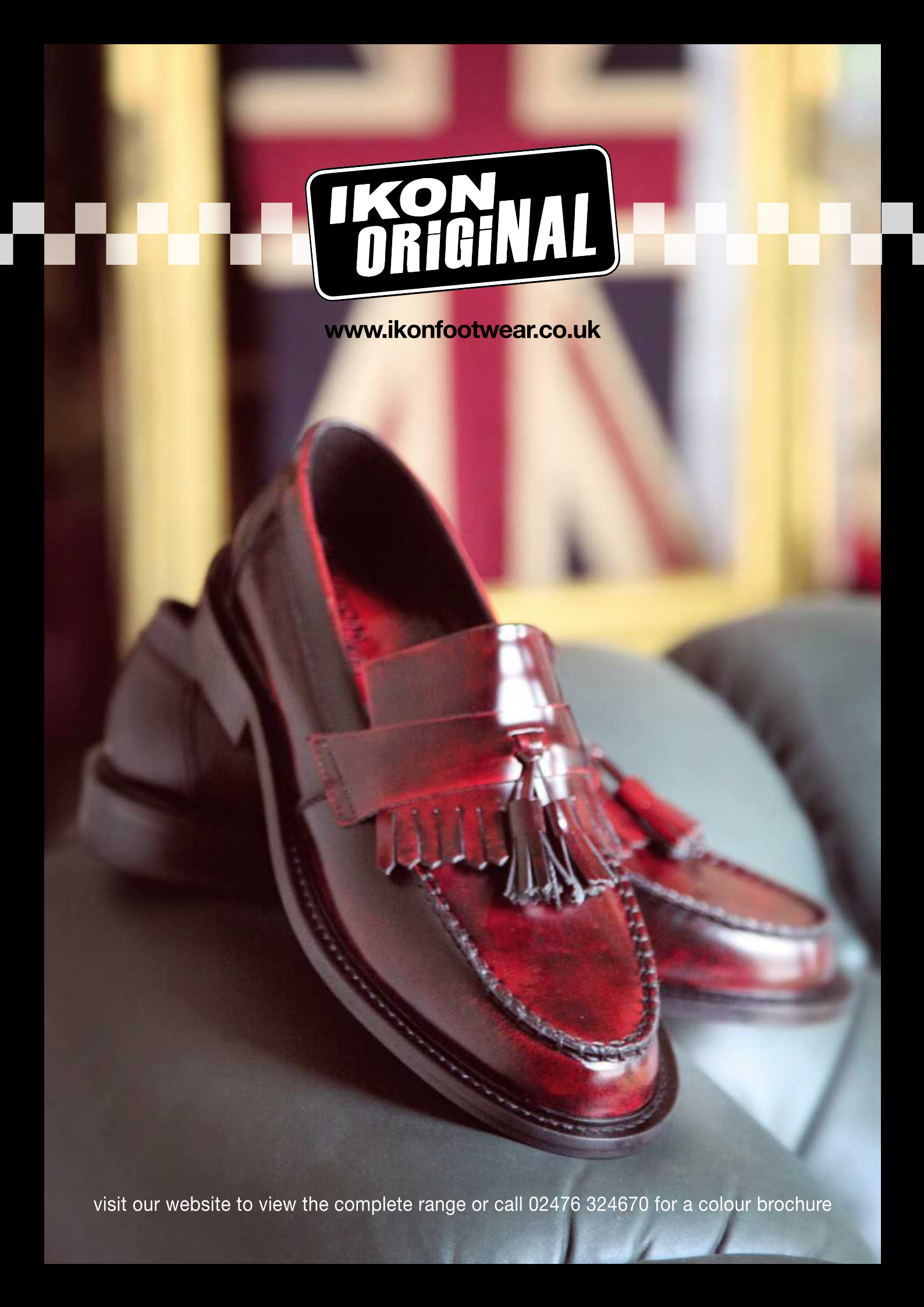
Hindhead, with a leisurely sprint back to Bordon through Surrey and Hampshire.

Young Chris and Macka organised the afternoon gymkhana; there's some brilliant footage on YouTube via a helmet cam and 'Panda' won the welly wanging. Landlord's choice had Jason picking a very nice SX200 in full Mod regalia before afternoon band

Geezapunx played their cheeky old skool set. The DJs returned later, and Going Out headlined Saturday night.

A big thank you to Jason, all members of In The Blood, the traders, and to all who turned up to support us, without you we have no rally, so well done!

Ron Neal



**IKON
ORIGINAL**

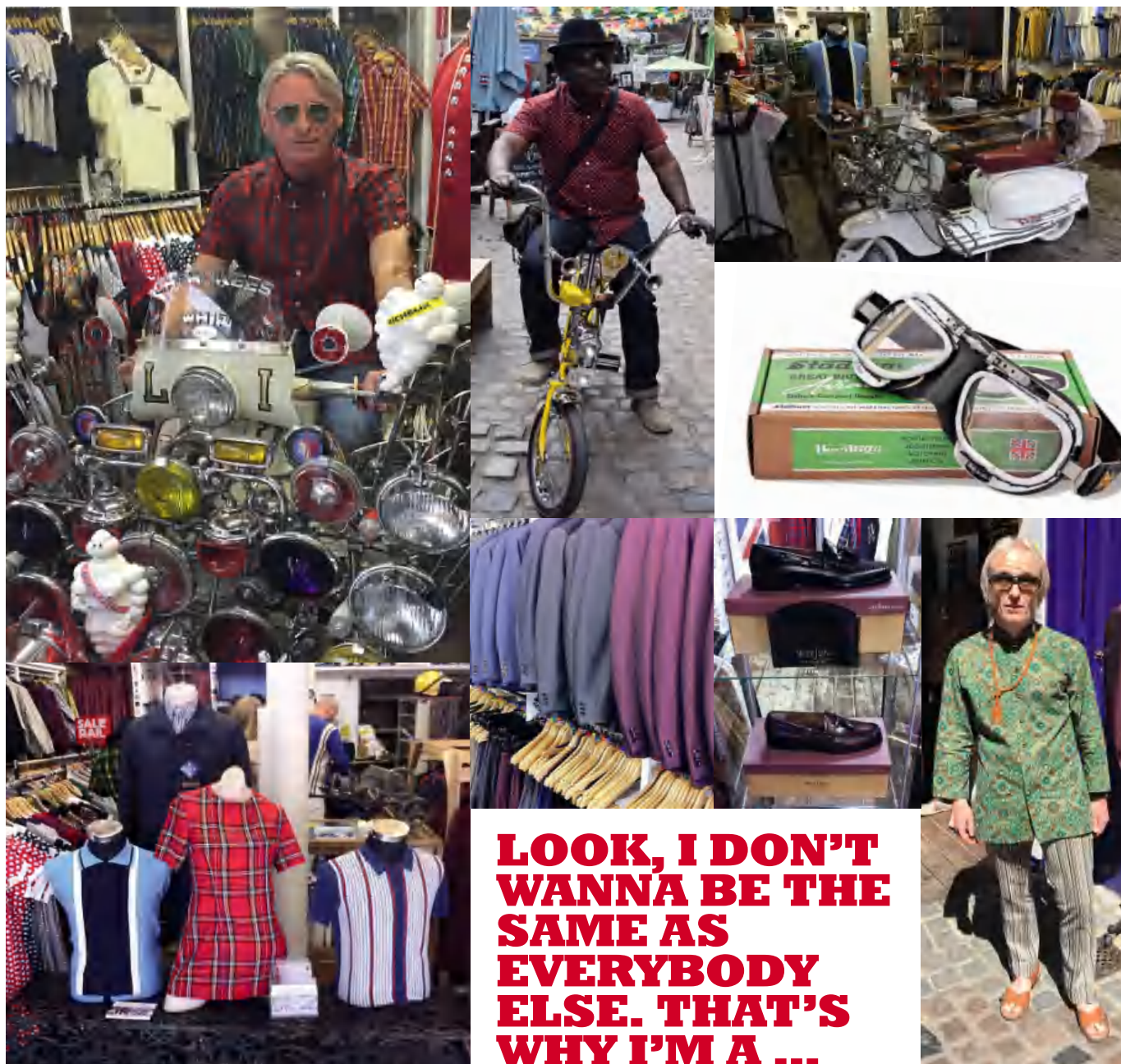
www.ikonfootwear.co.uk

visit our website to view the complete range or call 02476 324670 for a colour brochure

CLOTHING

The **Modfather** Clothing Company

THE BRITISH HERITAGE LIFESTYLE OUTFITTERS



**LOOK, I DON'T
WANNA BE THE
SAME AS
EVERYBODY
ELSE. THAT'S
WHY I'M A ...**



OPEN 7 DAYS A WEEK 11AM 'TIL 7PM
90 NORTH YARD/ STABLES MARKET
CHALK FARM ROAD/ CAMDEN TOWN
LONDON NW1 8AH
T: 020 7267 2672



& SHIPPING WORLDWIDE AT
MODFATHERCLOTHING.COM
FOLLOW US ON AND @Modfatherlondon

CLOTHING

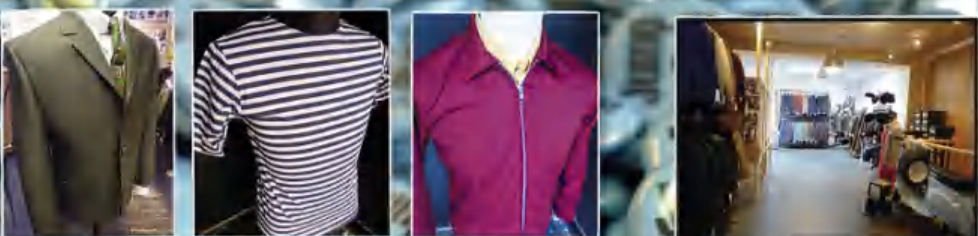


adaptorclothing.com

**Call 01992 501616 to
order or request a
Free CATALOGUE**

Stand Out From the Crowd
in one of our Adaptor own
label Sports Tops. Available
in 5 bold colours in sizes XS
to XXL. Made in Italy from the
finest Merino Wool and Acrylic.
...A steal at just £45!






Jump the Gun

Brighton

www.jumpthegun.co.uk

Brighton shop:
36 Gardner Street,
Brighton BN1 1UN, UK.
tel: 01273 626 333
info@jumpthegun.co.uk




Loake
SHOEMAKERS



Pantherella
FINE ENGLISH SOCKS

Sterlingwear of Boston
Manufacturers of Quality Outerwear

Jump the Gun
Brighton

You don't need a tailor
when you have Jump the Gun.

**Online, over the phone
or come and see us.**

open 7 days a week.

Bang in the middle of town.

**WHAT'S
THE WEATHER LIKE?**

WHO CARES.



ERMES, 3/4 LENGTH TOURING JACKET

D3O™ CE approved elbow and shoulder armour - Level 2, included.
HYDROSCUD®: breathable, windproof and waterproof outer shell.
REFLECTIVE® SYSTEM - Visibility on demand.
FIND IT EASY® - Everything in the right place, multi-pockets system.
Also available in woman's version.

TRUE STREET STYLE



UK DISTRIBUTOR: Tucano Urbano Ltd
info@tucanourbano.co.uk



Touring the Scottish Islands with the Animals Fae Naboombu SC

Rather than attend the Scottish national rally in Kelso yet again, we decided instead on a trip that would take in five of Scotland's most beautiful islands; Arran, Islay, Jura, Mull and Iona.

Day 1

We arranged to leave Renfrew and meet up with Jim Humphries in Dalry on our way to Ardrossan to catch the ferry. There were five of us going, it was originally six but Robert Burns had to pull out due to work commitments – which was a pity as he had put so much into organising this trip for us.

We arrived at Dalry when I got a phone call from Jim saying he had come off his scooter a few hundred yards up the road so we went to meet him and were glad to find him alright, but the scooter was worse for wear having sustained a broken headset which was unreparable. I could tell Jim

was absolutely gutted but at the end of the day it was only his pride that was hurt, we had to say our goodbyes as we had a ferry to catch.

Arriving at the ferry terminal at Ardrossan with an hour to spare we had a quick cup of tea and a bit of banter with an American tourist who now knows the difference between powdered milk and breast milk! Calmac's Isle of Arran ferry was well equipped and had a variety of hot food on offer from steak pie to Scottish smoked salmon, you could even have a drink but due to Scottish drink driving laws we declined.

The sailing was good as the waters were calm and we soon docked at Brodick on the Isle of Arran. We went down to the lower decks to start our scooters and leave the ferry but big John's scooter decided it would try and leave the ferry via one of the ship's bulkheads as he accidentally knocked it into gear!

We arrived on Arran and decided to head south round the island towards Whiting Bay. It was while travelling along the narrow winding roads that a guy in a white Citroën van talking on his mobile came round a bend at least 5ft into my lane and nearly wiped me out, literally missing me by millimetres.



The rest of the guys thought this was hilarious and we carried on the twisting bumpy roads round the coast which was rocky with cliffs plunging down into the sea below. We then reached the village of Blackwaterfoot and the first sandy beach we had come across. After taking in the sights, we carried on.

The roads had more bumps than a fat chick with cellulite and the bends were so tight they put wee Les Gilmour to shame but the scenery made up for it. Arran's coastline is only 56 miles long but worth the drive even to sample some goods at Torrylinn creamery. We eventually made the Lochranza ferry which would take us over to Claonaig on Kintyre on the Scottish mainland.

We arrived on Kintyre... all together now "Mull of Kintyre, oh mist rolling in from the sea..." Right, enough of that, back to the trip. We had planned to get to Kennacraig to catch our next ferry to take us to Islay; now we could have taken the easy road with a 10 mile trip but no, not us. We decided to see Kintyre and travelled south down to Campbeltown on the B842 road. This coastal road was to die for; the views were amazing all the way to Campbeltown and we had the sun at our backs as we carried on through Glenbarr, Killelan, Tayinloan,

Ballochroy and Clachaig to Kennacraig ferry terminal to catch the ferry to Islay. We just missed the ferry so we had to wait two hours to catch the last one. Calmac had put on an extra ferry due to the whisky festival on Islay which is so popular with tourists from all over the world.

The ferry eventually arrived and we boarded and took our seats then sampled some steak pie from the menu on board. The food was very hearty and tasty, and with our bellies full we went and caught up with some shuteye for the two hour journey to Islay meaning we would arrive there at 11.15pm.

The sailing was good as we arrived into Port Askaig, the moonlight lighting our path into port. We departed the ship knowing we would not make the campsite 30 miles away and with all B&Bs and hotels fully booked we decided to rough it on a patch of grass next to the roadside. By this time it was past midnight and pitch black; we got our tents up but Big John was struggling with his and called it a night. He decided to head back to the port to see if he could find somewhere to sleep.

We got our heads down and hoped to get a good night's sleep. Tomorrow we would see what came our way weather-wise and whether Big John got somewhere to sleep.

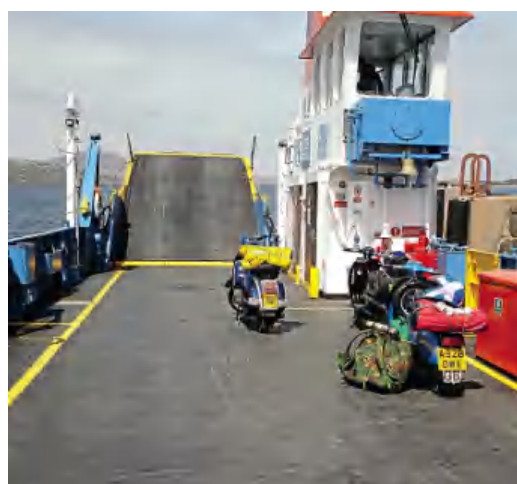
DAY 2

We woke at 6am with the sun shining over the mountains. Tents packed away, we phoned Big John... no answer. He was either driving or was still sleeping. Just at that moment he appeared on his scooter having spent the night in a toilet at the port, talking to some local who worked in a distillery of which there are nine on Islay alone.

Once ready we headed to Bowmore where we were taken aback by its beauty. The Bowmore distillery is situated on the shoreline with its beautiful sandy beaches and quant little harbour. It really was picture postcard material so it would be rude not to take some pictures ourselves.

We then headed south again to Port Ellen which is a beautiful little harbour town with white sandy beaches and crystal clear waters. It too was picture postcard material and we decided to opt for some breakfast at the Islay Hotel. Myself, Craig and John opted for a full Scottish and Fraser went for the continental.

Fraser tucked into some pastries while we waited and waited for our order to be taken... now 10 minutes had gone by and still nothing. We decided to leave after witnessing staff serving others who had just sat down while they ignored us. Whether it was all the biker gear or just that we never spoke with a foreign accent, the service was terrible.



We then decided to head back to Bowmore and the wee Munchie's Cafe where we had a couple of rolls to fill us up on our way back to Port Askaig to catch the ferry to Jura. We arrived at the small ferry which is privately owned. I named the old man who was taking our money Dick, in reference to Dick Turpin, as he was charging us £10.40 for a sailing that took five minutes.

He was not amused at me calling him Dick. He asked where I came from before I parted with my money. I said Glasgow, with which he replied, "That will be £20.80 for you then." He had a sense of humour after all!

We soon docked on Jura, home to the biggest population of red deer in Scotland and to the only distillery on the island as well which makes the world famous Jura Whisky. Jura is also home to the grave of Mary – a lady who was claimed to be 118 years old. Now that must be down to the abundance of wild game or the whisky on the island.

We headed on Jura's one and only road through coastal routes and through mountain passes onto Craighouse, home of Jura distillery, where we sampled the golden spirit itself. Well, it would have been rude not to.

Craighouse was very busy with fell runners participating in the annual fell run which

would take runners over the paps of Jura. These are two mountains side by side and a fine pair they are to. We decided to press on past the hordes of runners and carried on to Jura's only road which is 27 miles long from start to finish. The scenery was to die for: long twisting roads, all single track with passing places for the odd car to get by.

It was on these roads that we came across herds and herds of massive red deer standing only feet away from us with not a care in the world. Well, until mid July, when Jura has its annual deer cull and when trophy hunters from all over the world come to shoot them. If you want to see plenty of red deer on Jura go in May or June when they are in abundance.

We were coming to the end of the road and would have to turn around and head back to the ferry but before we did we came across a village abandoned. Rumour has it the landlord evicted them for poaching his fish, now I find that hard to believe when there is an abundance of red deer to feed them.

The roads were very rough with potholes and loose stones and very soft verges. Big John became their next victim when he ended up in a ditch at the side of them. His excuse was he was testing the quality of the peat; his pride again being the only thing that

was hurt. We made our way back to the ferry and over to Islay to catch the ferry back to mainland at Kennacraig. We had an hour to kill so we went for a pint of shandy at the hotel. Just then Big John's acquaintance from the toilets the night before appeared with a bottle of Islay gin which is brewed locally on the isle. A lovely bottle it was too; what he did to earn it, well, I will leave that for you to decide.

We boarded the ferry, got comfy big chairs and settled down for the two hour journey. We all fell fast asleep to the amusement of the German tourists behind us who were none too pleased at our synchronised snoring. We awoke to the sound of the captain telling us the ferry was now docking at Kennacraig so off we went, this time heading north towards Oban. The weather was dry but very cloudy until we hit Kilmelford.

The heavens opened and at this point it was me who suffered the misfortune when I got a blowout on the rear tyre on a very sharp bend (well Amanda, that's my excuse for the skidmarks). Once sorted we carried on to Oban where we were to be joined by another three members: Davie Jamieson, Marty Makay, and Les Gilmour. When we



arrived we were wetter than an otter's pocket and as hungry as one too, so we went for a fish supper. Craig had met up with Les, who decided he was just going to head home. Marty then texted us. He couldn't make it as his scooter was knackered. By this time Big John had had enough and opted for a B&B. He too was heading home but in the morning so it was left to myself, Craig, Fraser and Davie to find a campsite for the night. It had a small barbecue area that was covered and had some coals left over so we lit a fire and tried to dry some of our wet gear off.

Davie in his haste to come on part of our trip had forgotten his sleeping bag so jumped into town to buy one and once back we all went into our tents as the heavens really opened up. Our tents offered little resistance to the rain that was being hurled at them... tomorrow we would be heading for the ferry, this time to Mull.

DAY 3

We awoke grateful that the rain had stopped. We packed up ready for our next adventure and first we headed into Oban for breakfast at the Corryvreckan. By now Fraser and Davie also decided they had

had enough and would head home also. So they phoned Big John who was still at his B&B and arranged to travel together.

This left me and Craig determined to finish what we came for, so after breakfast we boarded the ferry for Mull. It was very busy with the old blue rinse brigade but we managed to find a seat for the 45 minute journey. Once on Mull we took the road south towards the ferry that would take us to Iona. The road itself was single track with stunning views of mountains and lochs on route. We were reminded that Mull was home to many sheep and cattle by the rumble of the noise our scooters made as they passed over the many cattle grids that were ever-present.

We eventually made it to the small Calmac ferry that would take us over to Iona, which is a must-visit just for the white sandy beaches alone or the famous Iona abbey or the nunnery remains.

The ferry only carries foot passengers but with the odd car belonging to Iona's islanders who are allowed to travel on it. The crossing on the ferry was rough, so much so I had a right laugh at an old English bloke who was remarking at the Calmac captain's instructions on the loud

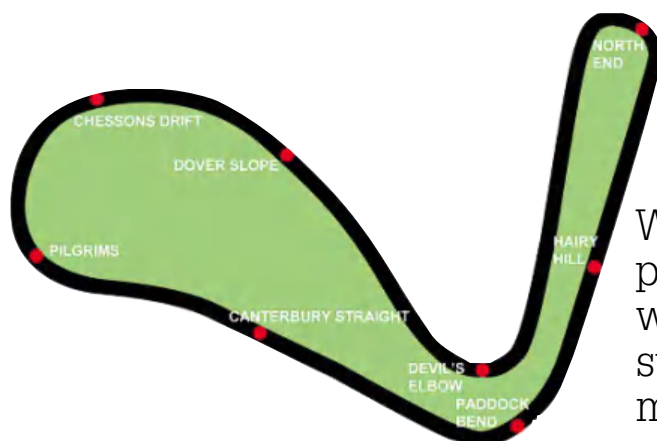
speaker, which was in his native gaelic tongue, when a wave hit us side on and threw the old bloke out his seat and onto the floor. Karma.

Once back on Mull again we headed for Salen as we decided we didn't want to go to Tobermory as we had already done this part of the island the year before. So rather than stay on Mull the night, which we were meant to do, we decided to catch the ferry back to Oban and head home.

We were enjoying the roads and dry weather and the views so much by now it was a pity we were going back, but we made the ferry at 3pm so were back in Oban just after 4pm so fuelled up and headed for home. Our next fuel stop would be the Green Welly Stop where we heard Les had broke down the night before and awaited the AA recovery. Fuelled up, we were on our way down Loch Lomondside which has some of the most beautiful scenery as you trundle along its lochside road all too soon we had arrived back into Renfrew where me and Craig parted company. Till the next time.

Words: Stevie Adair,
Animals Fae Naboombu SC

Photos: Craig Ballantyne



BSSO Scooter Racing Lydden Hill, Kent

Welcome to Lydden Hill for some more fun-packed scooter racing. However, this weekend is tinged with sadness due to the sudden and untimely death of my team-mate and friend, Mark Hullah, aka Bogie #28.



Opening lap Race 2 and everyone set to go into the left-hander of the Devil's Elbow.

RACE 1

With a cold but dry track everyone ventured out for our first race of the day. Geared scooters at the front, autos to the rear. After a delayed start we're off. Three corners in and Gary Biddle on his Gilera Runner drops it in spectacular fashion, smashing bits out of his bodywork. Halfway round lap one, Warren (Warrick) Wilkinson #71 loses the rear to continue his trend of falling off at every track he races at!

Meanwhile, at the front, Mikey Bonett leads from Steve Conneely and Damon Tunnicliffe, all on Group 6 specials. Auto wise, Ryan Clipstone leads from me and Justin Price. The returning Jason Metivier, on his home-built Group 6, was finding his feet after a 12 month lay-off.

The battle for race honours went all the way to the line, with Damon coming out on top from Steve and Mikey.

Geared:

1st Tunnicliffe, 2nd S Conneely, 3rd Bonett

Autos:

1st Clipstone, 2nd Woods, 3rd Price

RACE 2

After a few blistering laps, Mikey pulled a decent lead over Steve and Stuart Day. This time Damon appears to have a problem and is gingerly touring in anything but race mode.

Again Ryan has the drop on me but my race comes to a loud end on lap five as my exhaust blows a large section out of the down pipe. This isn't the first time this has cost me a race finish.

After a race-long battle with Dave Bristow leading him James Lancaster nips past on the last lap to take Group 4.

Geared:

1st Bonett, 2nd S Conneely, 3rd Day

Autos:

1st Clipstone, 2nd Price, 3rd Wilkinson

Our third race of the day is the Uffindell memorial race and grid positions were drawn out of a hat. I got 11th, which I didn't think was too bad. Ryan Clipstone got last but he managed the last laugh. Some lads had swapped scooters, as is the tradition for this race. Mikey Bonett was now on a PSN Runner and Steve Conneely on Mark Cook's Group 6.



Ryan receiving the Uffy Memorial Trophies from Team SRP racers D Tunncliffe and S Day after his win in the Uffy Race.



S Conneely being undertaken by D Tunncliffe.

This race was, as ever, fast and furious with no quarter given and plenty of firm but fair passes. Just ask Stewart McKenzie about his and my close calls!

Ryan came out the eventual winner after starting from the back and I managed fifth after finally getting the better of the Mad Dog.

**1st Clipstone, 2nd Day,
3rd D Conneely, 4th Bonett**

SUNDAY – RACE 1

WET, WET, WET. Autos to the front and you needed a snorkel and flippers, not wet tyres.

For some reason I just couldn't get my head into gear for this race. Normally I am fine in the wet but, after two near-offs, self-preservation kicked in.

Ryan was on form again but this time the geared scooters caught us after about four laps. They were flying despite the terrible conditions. Again Mikey was leading the charge with Stuart and Damon. Steve Conneely took a tumble on lap four – he was okay but bits of Lambretta were strewn down the track. Despite the conditions the racing was close throughout the field.

Geared:

1st Bonett, 2nd Day, 3rd Tunncliffe

Autos:

1st Clipstone, 2nd Woods, 3rd Price

It was still raining during the last race. Luckily, my head's in a better place and we're off to a flyer but unfortunately, the race is stopped after three laps due to two riders coming together at the hairpin. Both were okay and not too much damage was caused to either machine, which just meant a full restart and more wet laps for everyone else.

After the restart it was business as usual with me chasing Ryan around for eight laps and with two laps to go Stuart and Mikey manage to haul us in and it was a battle royal all the way to the flag, Stuart taking the win by 0.27 seconds from Mikey.

Geared:

1st Day, 2nd Bonett, 3rd Tunncliffe

Autos:

1st Clipstone, 2nd Woods, 3rd Wilkinson

It was another superb weekend of racing tinged with sadness for a fellow rider who would have loved it. I bet he was laughing at us getting wet and pussy-footing around.

Thanks to all those who came to watch. I hope you enjoyed it and thanks to all our sponsors who help make it happen.

Words: John Woods #52

Photography: Lee & Karen Hollick



Nothing, not even rain, stops this man from giving it everything – S McKenzie.



Wet Sunday and J Price on the auto is about to get caught by the front three Group 6 leaders.

Tangerine Dream

Over the years scooter customising has thrown up many unusual machines, especially when they have been an amalgamation of the two main marques – Vespbrettas – for example.







Although there have been a few successful 'true' Vespa chops such as The Alien, Little Rascal, Patriot, etc. using the Piaggio frame as a basis, the monocoque design and the predominately right sided engine can look awkward, especially when exposed. With this in mind the owner and builder of this beauty, David Sims, decided to go down a completely new route with this offering.

Dave always liked the lines and glam look of flaked 70s style motorcycle lowriders, so in October 2014 he enlisted the skills of Shaun Barley at SB Motorcycles in Barrow-on-Humber to build him a bespoke frame to take a reliable P2 'workhorse' engine.

After sourcing a set of 'well used' twisted vintage springer forks via Facebook, he passed these along with his ideas and a P200 lump to SBM. Using a jig to keep everything in line, Shaun designed the frame from scratch, making sure things like ride height and controls were perfectly suited for David. After rejuvenating the forks with new yokes and stainless back rods he was ready to start. To put it very simply a series of hollow tubes were formed and bent to the required shapes, and then welded together along with a headstock and cradle to take the engine.

I especially like the way the frame loops round at the rear to become part of the top shock mount! Instead of the usual banana style seat he decided to use a series of graduated bars to keep the look clean and follow the frame line; this also matches the engine cradle. I'm not sure how comfortable they are, but then again I think the same of those orthopaedic bead seats that taxi drivers seem to favour!



Above: Gatch's style of artwork suits this scooter perfectly.

Right: So completely reworked is this scooter that the Vespa engine almost looks alien to the frame now.





SCOOTER DETAILS

Owner: David Sims

Age: 50

First interest in scooters: Aged 15

First scooter: Vespa P125X

First event: Bangers & Mash on my chopped smallframe

Favourite rally: Kelso 2015

Favourite custom scooter of all time: Insane Kroozer and Splinter.

Recommend one scooter part: Malossi 210 MHR kit

Name of scooter: Tangerine Dream, wife chose it

Model: Vepsa P200 chop

Inspiration: Liked old school chops.

Built by: Myself and fabrication work by Shaun Barley Motorcycles.

Frame mods: Frame is a one-off from the head stock to the rear shock mount!

Specialised parts: Vintage springer front forks modified, all machining by Shaun Barley, bespoke frame by Shaun who made it by hand on his jig.

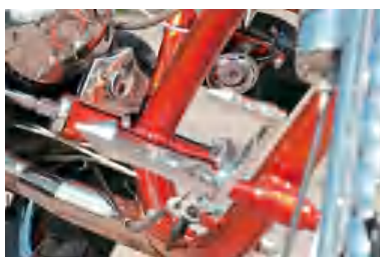
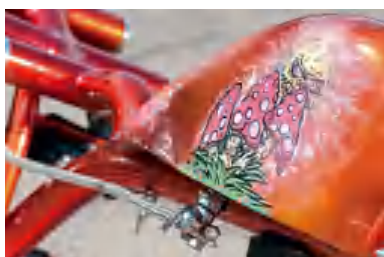
Engine: Standard Vespa P200, custom airbox and cowl made by Lee @Lambretta Upgrades, Grimsby.

Paintwork & murals: Brad & Gatch.

Overall cost: £2500 and lots of hard work by myself and others.

Hardest part of the project: Getting the frame sitting right and comfortable to ride.

Thanks: Shaun Barley Motorcycles in Barrow upon Humber, Lee at Lambretta Upgrades, Kitch and Dave for keeping my engines reliable, and Brads for the flake and lacquer work on the scooter and helmet.



Anyhow, once the frame was perfected a mustang style tank was also converted to fit in the allocated space between stock and 'seat'. Then various tabs and brackets were welded on to house the foot-pegs, electrics and the handy rack. All of the cables and wiring was then cleverly routed through the frame to keep an uncluttered look. Another nice touch is the matching fabricated 'stoppers' for all the tube ends.

Once David and Shaun were happy with everything the frame was sent up to Brad and Gatch in Halifax for paint and murals. After smoothing out all the welds the frame and tank was prepped and then sprayed in a deep metal flake tangerine base. The chosen theme of Magic Mushrooms was then recreated on the tank by airbrush.

While the Halifax duo did their thing, David along with a couple of mates made sure the P2 engine was up to the task, replacing parts where necessary. This included creating an open bell-mouth air box and left hand exiting performance pipe. Everything else was kept standard. He also added some bling with chrome cowlings, covers and suspension from Beedspeed. Like the modified air box/bell-mouth the fan cowlings were also personalised by Lee at Lambretta Upgrades in Grimsby.

Amazingly, after just seven months the chop was finished – just in time to make an appearance at the Scarborough Easter National. David was rightly pleased as Punch with the chop he along with his team had created, not only did it look fab but also rode excellently. Since then he has attended various other events including a cross border trip to Kelso, each time gaining recognition and interest. Although this type of custom might not be to everybody's taste you have to appreciate the skill that has gone into creating something a bit different. Variety is the spice of life and long may the angle grinder and welder be part of it!

Words: Dave O

Photography: Richie Lunt

Below right: So how far would you want to travel in a rider's seat like this?

DIFFERENT SEGMENTS...



Some of you may remember the name Tangerine Dream from a previous custom scooter, in fact to my knowledge there may have even been another scooter with the same moniker with Vega legshields as well... or was that Tangerine Cream! The one most of us remember was the iconic 'bonedown' built by Eric Tudor and Bryan O'Neil in the early 80s. Cut to within an inch of its life it came with stunning vreeble paint, a sexy mural, extensive plating and eventually lashings of engraving.

It also defied the 'once its cut off it can't grow back' theory, as by the new millennia it was reborn with panels, legshields and even a complete frame!



5 € ALL EUROPE SHIPPING FLAT*

* FOR ALL ORDERS UP TO 30 KG USING UPS SHIPPED INSIDE THE EUROPEAN UNION

**Enjoy the
weak euro.**

**Boost your spending
power with us!**



SCOOTER CENTER

www.scooter-center.com +49 (0) 22 38. 30 74 30

INTO THE SUNSET

So the Coalition has just given Saddam a justified kicking for invading his neighbour and I'm in Riyadh looking forward to a well earned trip home and I had booked my leave so that I could attend a scooter rally while back.



However, it is the time of the NSRA and although the rally dates were known in advance locations were a guarded secret until two weeks beforehand. This was a bit of a problem as mail took ages to get to me and I may not get notification of the rally destination before I got on the plane home. So three weeks beforehand and a couple of phone calls to Jeff Smith and he very kindly let me know where the rally was going to be; Exmouth. Great – I lived just outside Aberdeen! During further phone calls home I discovered everyone else already knew the rally destination – so much for secrecy!

Anyway, further phone calls to the little bro and he promised to get my scoot sorted for the trip – a PX125 with 150 top end (cheers Digby) and Polini pipe – MoT'd on the Thursday morning ready for my arrival that evening and we would set off together twos-up the following morning after we got it taxed.

So after having to wait until 9am for the post office to open to get the tax we were off. Twenty miles down the road we get pulled by the boys in blue, really out of curiosity to see where we were headed on a fully-loaded scooter – needless to say they thought we were off our rockers (more of them later). As they had pulled us they had to do a documents check and licence and papers were duly produced.

However we hadn't put the tax disc on the scoot and Tim couldn't find it! Nightmare – the trip looked to be over before it had begun! After much frantic searching and stripping of the little bro it was found in the liner of Tim's jacket, somewhere around the kidney area having gone through the hole in his pocket.

Off we go again and all is well until just south of Edinburgh, when we have difficulty selecting gear. We pull over and remove the selector to find the wee pin has come out

that holds the selector arm in place but this seems to have disappeared. As we are searching around to see if it has fallen on the ground there is an ominous growl of a large bike behind us.

We look round to find a sight that could have been straight out of Quadrophenia – biker and bird in full kit on tidy Triumph, they really looked the biz. Expecting a bit of a ribbing they were really nice and were just checking to see if they could help out at all. Having just found the pin we thanked them for their concern and they left, heads shaking in disbelief at the trip we were making. Scoot duly fixed we were on our way again.

We made good progress until Penrith when disaster struck and we had a rear blow-out on the motorway. I thought we were going to stay upright but eventually we ended up sliding down the road and I got a rather closer look at the underside of the lorry behind us than I would have liked, but fortunately the driver had seen us go and was already breaking so thankfully a short look was all I got.

Now, as the scoot had only been prepped the day before I got home I had no chance to get a spare and it was now half six in the evening, so no chance to get the flat repaired – if we hadn't had the earlier hold ups we might have found somewhere – hey ho. So the AA was duly called and we began a long and uncomfortable journey with numerous changes of vehicles and drivers on the way. This was to take all night and we eventually got to Exmouth at nine the following morning.

The AA man wanted to take us onto the campsite but I wasn't having any of that and made him drop us off around the corner. While Tim was getting the scoot off the truck I legged it onto the campsite to the nearest dealer stall and bought a complete spare and a couple of inner tubes before legging it back to the scoot to put on the new wheel. Ten minutes later we triumphantly rode onto

the camp site, massive grins on both our faces – we had made it, although about 10 hours later than expected.

We soon found our mate Wullie who had travelled down the day before to meet up with the Coventry Bonecrushers (I think that was them – age takes its toll you know) and new friends were made all round and stories of journeys swapped and embellished. Before long it was time to make our way into town for the evening entertainment.

The queues for the official NSRA do were all the way down the street, but there was an alternative do on run by some guys calling themselves VFM or something so we headed there instead. A great night partying, laughing and joking was had by all before staggering back to the campsite. Some folk might say scooterists had a bad rep, but it was the local lasses that were squatting between parked cars to have a piss!

All too soon it was Sunday morning and the drive home beckoned. After a great bacon sarnie from the Scout hut we packed up and headed off. After the initial mass of scooters on the road gradually got less and less as we headed north we ploughed on only to stop to refuel, have a piss and/or a quick brew and 14 hours and 10 minutes after leaving Exmouth we arrived back in Portlethen, tired, damp and cold but immensely happy and satisfied.

This had been my first long distance rally on a scoot and it had been fantastic from start to finish. I must end by giving thanks were due; first to Jeff Smith for letting me know where the rally was against the rules of the NSRA, Digby for the loan of the 150 top end, all those we met while there – everyone was so friendly – and finally massive thanks to my wee bro, not only did he prep the scoot for the rally while I was lounging in the desert, he also did all the driving as I hadn't passed my test – Tim you were, and are, a star.

Glyn Cummins

We've all got a scooter story to tell down at the pub, and many of you have even said: "I've got a great story for Into the Sunset."

Well, now is the time to share it with the rest of us, write it down (between 1000 and 1200 words long please), and send it to:

Scoter Magazine, Into the Sunset, PO Box 99, Horncastle, Lincs LN9 6LZ. Alternatively, send via email to editorial@scooter.com



Scomadi OFFICIAL MAIN DEALER

PM TUNING
Racing Products

WWW.PMTUNING.CO.UK



50cc | £ 1895
OTR+£72



125cc | £ 2495
OTR+£72



300cc | £ TBA

Limited Batch!

Deposits now being taken
SECURE YOURS TODAY

A modern classic

www.scomadidealer.co.uk

YOUR ONE STOP SCOMADI DEALER...

- Bespoke Scomadi Scooters Available (POA)
- Genuine Scomadi Spares Department
- PM Tuning Performance & Styling Parts
- In-House Service, Repairs & Tuning
- Excellent Part-Exchange & Finance



UK Mainland



Knowledge is everything...

PM Tuning are renowned worldwide in the scooter industry, serving the masses for over 30 years!



blackhorse APPROVED DEALER



ONE OF THE LONGEST ESTABLISHED SCOOTER DEALERS IN THE UK

CALL: 01 524 850800

MIDLAND SCOOTER CENTRE

Autumn treat?

0% FINANCE available*

£4342 OTR 20% Deposit

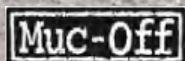
0% finance available on non ABS
GTS 300's whilst stocks last, subject
to terms and conditions, available
to residents aged 18 and over.

Typical example: £4342 on the road,
£868.40 deposit, £3473.60 to finance,
24 months at £144.73
(total amount payable £4342).

Other finance deals are available on
the full Piaggio range.

Vespa® GTS

Go the distance



PIAGGIO



30 PASTURE ROAD
STAPLEFORD,
NOTTINGHAM NG9 8GG

Visit www.scooters.co.uk

Email: sales@scooters.co.uk



or call 0115 9392713